Confidential Collection No. 152-22

[redacted] JX-4

1919-1920.

File No. 307-19

Serial Nos. 1-5

Previous References

Regis 19-12-(3-5)
" 26-13-(1-10, 13-14)
Revenue Office files No 704. Nos 1-27. Section I
— do — No 704 Nos 1-10 " VII
~~Later References~~ " " 1-9 " VI
— do — " 1-24 " V
— do — " - " IV
— do — " 1-53 " ~~X~~

Do. Correspondence: Re the arrangements to be made during the Speaker's visit to Montreal

General and Revenue Secretariat.

Revenue Office File No 704 Nos 1-68 Section III

~~Ry Secty files~~ No 216 G of 19-20 Section I
— do — 216 G of 1916
— do — 216 G — 1918
— do — 216 G -

Serial Nos. 5

Later papers:-
CB 98-42-265 (CC 13 & 42-43)

Part B for ~~October 1925~~ December 1926.

SUBJECT

Halifax Harbour Project

Previous Refces.

Bhatkal Harbour Project ·

C.B 3oo-19-Sls 1-5.

1. Legis 19-12-(3-5)·
2. Legis 26-13-(1-1o,13-14).
3. Dewan's Office Files
3 Dewan's Office File No.7o4 Sls 1-27, Section 1
(Useful Literature in connection with the Bhatkal Harbour. From 2o-1o-1914 To 26-1-1916.)
4 D.O.File No. 7o4 Sls 1-53,Section 11.
(Further investigations ending with the conferenc of Bombay. From 19-5-1916 TO 7-2-1917)
5. DO File No. 7o4 Sls 1-68, Sec. 111.
(From 9-2-1917 To 13-12-1918)
6. D.O. File No. 7o4 Section 1V
(Engagement of the services of the Hon'ble Sir Francis Spring Chairman of the Madras Port Trust to investigate the Possibilities of a Harbour at Bhatkal.)
7 xxxx D.O. File No. 7o4 Section V. Sls 1-24
(From 13-5-1918 To 18-11-1918)
8 D.O. File No. 7o4 Sls 1-9, Section V1.
(From 16-2-1918 To 19-2-1918)
9. D.O. File No. 7o4 Sls 1-1o. Sec V11.
(D.O.Correspondence with Sir Frederic Sprott. From 25-3-1916 To 6-11-1917)
10. D.O. Correspondence of the Dewan's Office relating to the arrangements to be made during Mr. Spring's visit to Bhatkal.

Railway Secretariat Papers

11. Mr. H.Ranga Char's Note on the Traffic Prospects. (Original)
12. File No, 216 Regarding Wave observations at Bhatkal Harbour
13 Ry. Sectt. File No. 216/G. of 1918
14. Ditto No. 216 of 1916.
15. " " " " 216/G of 1919-20. Sec 1 .
(Correspondence with Sir Jhon Wolfe Barry Lyster and Parteners regarding Bhatkal Harbour)

P.T.O

Printed Literature put up with the file re. Bhatkal Harbour.

1. Reports on the Harbour of Beitkul in Sedashighur Bay.
2. Report on the possibilities of a harbour at or near Bhatkal by The Hon'Ble Sir Francis Spring of the Madras Port Trust.
3. Report of Mr.Anthony G. Lyster, On the Bhatkal Harbour.
4. Preliminary Report by Sir Frederick L. Sprott Chairman of the Bombay Port Trust, together with a Report by Mr. A.C. Widenham.Fosbery Deputy Chief Engeneer
5. Report by Mr. H.D. Rice
6. Note dated 23-7-1916. by Mr. G. Richards Engineer-in-Chief on the projected Coorg District Railway,
7. Note dated 31-12-1916, by Mr. G. Richards, on Mysore and West Coast Railway Projects.
8. Report by Mr. H.Rangachar on the Traffic prospects.
9. Mr. A.R.Banerji, Dewan of Cochin's letter dated6-11-1911. to the British Resident in Travancore, and Cochin (No. C 420 of 86)
10. Principal papers relating to the Railway Jurisdiction in the Mysore State. (22-5-1879 To 21-3-1893)
11. Also correspondence in the matter from 2.4.1916 to 12.5.1923 (printed in 2 Vol(s))

Bhatkal Harbour Project.

G. R. S. III-2.

General and Revenue Secretariat. | File No. | of 191 .

Serial No.

From the First Assistant Resident

No. 7578 of 2nd Oct 1919

States that the Govt of India have intimated that the Govt of Bombay have replied after consideration of the further arguments advanced by the Durbar that they cannot modify their views already expressed in regard to the question of jurisdiction over the harbour site & the land required for the railway connection with the harbour & that the Govt of India have concurred in this view & that they would be glad to receive complete data for the Durbar's project if the Durbar still wishes to proceed in the matter.

Submitted with printed Copies of the previous papers.

The original papers were sent to Offg Diwan Bahr A. R. Banerji and have not been received back.

30/10/19 1st member Dewan

2847-265

30.10.19

The papers appears [illegible] Dewan [illegible] It has been [illegible] received

CBK 31/10

CBK 30/10/19

Seen.

It is strange that it has taken [illegible] full four weeks for this important [illegible] from the Govt. The Submitted even for information

NOTE—Contn. sheet

Serial No.

A copy of it may be sent to the Registrar-at-Law.

The report from Barry Lyster & Co has not yet been received and it is not known whether any communication from the Bankers here in England has been received regarding

Pell
31.10.19

Dewan,

I have just now received a letter from Mr Banerji in which he writes to say that he is obliged to defer his departure for India for another month. He has awaited reading the report.

Pell
1.11.19

18th instant

CBS
3/11/19

Supdt CS
Has copy been sent to Mr Banerji
Yes
Sgd
2942-75
4.11.19
CBS
3/11/19

Sgd.

Pell
5.11.19

Resubmitted to the Dewan.
It is not known if any further communication has been received from Mr Banerji.

CBS
7/11/19

A D.O. from Mr Banerji
Copy of his letter to Barry Lyster & Co
and a letter from Barry Lyster & Co
enclosing a cheque for £1000
Pell
20.12.19

NOTE—Contn. sheet.

G. R. S. III-2]

General and Revenue Secretariat. | File No. 3 of 191 .

Serial No.

DEWAN'S OFFICE. Recd. on JAN 10 1920 Reg. No. 4637

Recd 5-30 p.m.

Rept to Dewan.

Perhaps Mr Banerji's return to India may be awaited.

CBK 10/1/20

12.1.20

D.O. from ... Plowden asks for a reply to para 3 of his letter D. 2-10-19.

A draft reply & a cable to Mr Banerji are submd for approval.

1st member Dewan

CBK 13/1/20

12-1-20

Issue cable.

Send a copy of the correspondence to the R.S. section with.

CBK 14/1/20

Submitted to Dewan.

DEWAN'S OFFICE. Recd. on FEB 28 1920 Reg. No. 5971

NOTE—Contn. sheet.

No Reply received CBK

Ag. Log should be sent 28/2/20

& Draft of a cable to Mr Banerji for approval is submitted

29.2.20

CBK

Draft as D.O. to RS sent CBK

873

G. R. S. III-2]

4

General and Revenue Secretariat. | File No. of 191

Serial No.

No. 1262 CB Dated 6th March 1920.

Forwarded to the Railway Secretary with Compliments for favour of needful action. Final Reply is due to the Residency by the end of May 1920.

C S Baleswaradayya
Political Secretary
to Govt.

5/3/20

EA/ See me with this papers on this Subject. 6/3

urgent

8 - MAR 1920

99

This Report is now in press. Put up copies on receipt from the Press.

urgent

EA) 3/4/20

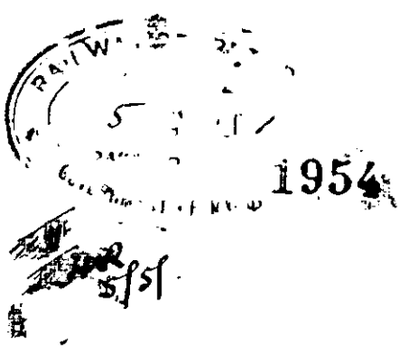
NOTE—Contn. sheet.

Memo No 226

WD 3048—GPB—1,000—16-7-17

REPLY.

(To be written on this margin.)



Office of the Dewan of Mysore.

NOTE.

Dated 3rd May 1920 ~~xxx~~ *191*

The Dewan will be glad to know what action has been taken in the matter of sending a reply to the Residency in regard to the Bhatkal Harbour question, and the reason for the delay.

By order,

P Ranganatha Rao Sahib

Private Secretary to the Dewan.

The Secretary to Govt.,

Railway Department.

No: 1954

6-5-20

Mr. Lyon's report in complete form is expected from the Branch P.Ens Mysore in a few days. The Traffic Report submitted by Mr. Rangachar A.T.S on Bhatkal Harbour and Railway is also in print. When the two reports are available a reply to the Residency will be sent. A final reply to the Residency is due by the end of the current month vide Chief Secretary's No. 1262 C.B. dy. 6th March 20. The matter is receiving full attention.

Dewan Mirza's first Minute) 5/5/20

Dewan) 12/5

DEWAN'S OFFICE.
Recd. on MAY 17 1920
No. 7741

175
10/5/20

20/5/20

General and Revenue Secretariat. | File No. | of 191

Serial No.

Submitted.

The file is incomplete. The previous Correspondence referred to in the recent Residency Communication is not in the file.

All original papers (and also printed Collections if any) may be put up immediately to enable the Chief Secty to take further action.

Railway Secretary with Compliments.

CSS
27/9/20

urgent 05.

CSS 28/9

No: 2044
29. 5. 20

The correspondence leading to the issue of letter No.Pol.536-H.C.187 dated the 7th December 1918 referred to in the recent Residency communication No.7578 of 2nd October 1919 was conducted by the Dewan's Office and as such no papers on the subject are available in this Secretariat.

NOTE—Contn. sheet.

GPB—20,000—30-6-15

WD A0283—GPB—5,000—18-8-17

MYSORE STATE RAILWAYS.

File No. Office Note.

Serial No.	Subject

The original papers available in this Office together with the printed compilations have been put up.

29.5.20

Chief Secretary with compliments.

P.S.D. with Compliments for the papers bearing their Memo.

29/5

NOTE—Contn. sheet.

G. R. S. III-2]

General and Revenue Secretariat.

C. 702

File No. of 191

(8

Serial No.

I learn that the collections of original papers, etc., on the subject, which were in the Dewan's Office, were all submitted to Mr. Banerji a few days before he left for England and have not yet been received back here. Enquiries may be kindly made in the First Member's Office if the papers required are available there.

CRs
30/5/20

Draft letter to the Residency is submitted
Hon
1/6/20

CRs
2/6.

All the papers are returned I shd like to have opinion of the Govt on the points & securing possession & the legal effect—
I think we can make out a stronger case than there already put forward. on principle & administrative grounds. —

7297-22
2-6-20.

The statements recorded in the reply papers & all the grounds taken in the Residency letter are I am afraid not altogether convincing

NOTE—Contn. sheet.

"B" - 1.

Reply to the Government of India in regard to the Bhatkal Harbour Scheme.

....

Opinion of the Council.

Revise draft & circulate
ABS
4/6.

A revised draft as per instructions in Council is submitted for orders.

1st member

ABS
5/6/20

Serial No.

If approves post "advocate will be consulted:

Dairam)

obj
9/6/20

ES
Ker
10.6.20

Forwarded to the Govt advocate for favour of opinion at an early date.

obj
11/6/20

N.O. M 99/19-20
14-6-1920.
Flag "A"

In August 1918 the Question was referred to me for opinion & I then recorded my views in the accompanying Note which for facility of reference I have removed from the routine papers in which it was formed & appended hereto. There is little that I can usefully add to it. As I said before a practical knowledge of the actual working in the Ports of Travancore & Cochin may afford better facilities for ~~forming~~ forming more particularly the making of amount of inconvenience

NOTE—Contn. sheet.

R. S. III-2j

General and Revenue Secretariat. | File No. | of 191 .

Serial No.

1. Under our Scheme the Khatkal project is to be wholly financed & worked as a State Concern. This would involve besides the Construction of the Harbour & Railway line provision for the accommodation of Employees on the works & the maintenance of an adequate System of Water supply & Sanitation. During the Construction & after the opening of the harbour for trade there will be a large & floating population in the area. Local administration of such an area cannot well be conducted except under Statutory Rules & Regulations adapted to meet the special requirements of this tract. Large advances in Connection with the works will have to be made to Labourers & Contractors & the State should have facilities for the enforcement of Contracts.

2. Unless jurisdiction over this tract is ceded to the State it will be unable to apply the ordinary legal machinery of the State in this area and to

NOTE—Contn. sheet.

Serial No.

frame & enforce the necessary Regulations for the ~~prop~~ protection of its property & for the Sanitary administration of the area.

3. Under the law as in force in Mysore, the State as such is not liable to be sued in Civil Courts for wrongs & injuries resulting from the acts of its servants. This practice has continued from time immemorial & is regarded as an emblem of Sovereign rights. If jurisdiction over the Khatkal area is not granted to the Durbar the State itself shall have to figure in Courts in all actions connected with the working of the Concern for the State itself being the lessee & its officers or the Post being only its agents it may be viewed that in actions connected with the project the Durbar as principal should appear

Serial No.

as a party. This will be regarded in Mysore as derogatory to the Sovereign status of the Ruler of the State. Speaking of Kathiawar Sir Henry Maine wrote in one of his minutes: "the Kathiawar States have been permitted to enjoy several Sovereign rights of which the principal — & it is a well known right of Sovereignty — is immunity from foreign laws". These remarks may well apply to the Mysore State also —

4. Statutory Rules for the working of the harbour for the protection of the Durbar's property for the Sanitary administration of the area specially during epidemics & for management of the Railway line will have to be altered from time to time according to requirements. This can more easily & effectively be done

G. R. S. 12]

General and Revenue Secretariat. File No. of 191 .

Serial No.

by the State than by an administration not directly & intimately acquainted with the changing conditions of the area. As a considerable portion of the resident & floating population in the limits will be inhabitants of Mysore the State will be in a better position to take into account the prejudices & habits of the people in framing such Regulations.

5. There are ports in the territories of Travancore & Cochin & these ports are for purposes of Sea Customs declared to be British Ports in accordance with the Inter-portal Convention of 1865. In other respects their respective governments are exercising full jurisdiction over the area covered by the ports and it is not known that the exercise of such jurisdiction has at any time come into conflict with Imperial interests.

NOTE—Contn. sheet.

GPB—70,000—17-12-15

Serial No.

6. All the Considerations that weighed with the Govt of India, and all the Conveniences Expected to be Served & the inconveniences intended to be avoided when full jurisdiction necessary for the administration of Railways in Mysore & of Civil & Criminal ~~jurisdiction~~ justice in Connection therewith were ceded to the Govt of India do. Exist & perhaps in a more marked degree if a Railway has to be Constructed & worked by the State agency in a narrow Strip of British Territory.

7. That the Cession of jurisdiction by the State over the area occupied by the Institute of Science — not required for any Military purpose was deemed necessary by the Govt of India, for the purpose of removing the inconveniences that might possibly result from the dual Control of two Governments - The bulk of the Endowments is in Bombay,

ND 1233—GPB—60,000—1-12-16—S.

16

G. R. S. III-2]

General and Revenue Secretariat. | File No. | of 191 .

Serial No.

the amount spent in the Construction & Equipment of the works is Comparatively small the Contribution of the Mysore Govt: to the Establishment & working of the Institution is fairly appreciable & yet it was considered by the Govt: of India inexpedient not to have jurisdiction over this area ceded to them. The Govt: of India would not have taken such a step if it was not absolutely necessary - Ought not similar considerations to weigh now when the whole of the money required for the Scheme — which is a very Considerable amount — is to be sunk by the State in British territory with no Contribution whatsoever from the British Govt: but in the participation of the benefits of the Scheme both the Govts are interested if the administration of this very small patch of territory practically uninhabitated now

NOTE—Contn. sheet.

AD 1233—GPB—60,000—1-12-16—S.

17

G. R. S. III-2]

General and Revenue Secretariat. | File No. | of 191

Serial No.

is claimed by the Durbar - Equity administrative necessity & Reciprocity demand. Similar treatment being on this occasion accorded to the Durbar -

27-8-18

SRSN

2.9.18

Mysore asks for jurisdiction for an area of only three square miles of the Bombay Presidency. It is not urged that the jurisdiction over the coast or any portion of the adjoining territory beyond railway and harbour limits should be transferred. The Bombay Government, however, object to the grant of criminal and civil jurisdiction within the railway and harbour areas. They propose the establishment under statute of some administrative body which would be entrusted with the charge of the port and be invested with rights and privileges such as those enjoyed by the Bombay Port Trust. The Durbar would work through the agency of this body, and civil, criminal, and marine jurisdiction would remain with the British Government.

This view has been upheld by the Government of India, and the Mysore Durbar are now appealing to the Secretary of State in Council on the subject. The issue involves important principles connected with the relationship of the Indian States with the Paramount Power; but whatever view may be taken of this question of jurisdiction, it seems desirable that Mysore should obtain an outlet on the Arabian Sea near which its frontier runs.

THE MYSORE HARBOUR PROJECT.

(From the "London Times," Engineering Supplement, January 1920.)

Alternative Schemes.

An account was given in the last issue of the *Engineering Supplement* of the main features of the project of the Mysore Government to gain commercial access to the Arabian Sea by means of a harbour at Bhatkal, near the point on the Western Coast of India where the Bombay and Madras Presidencies meet, and 13 miles from the Mysore boundary.

Mr. Anthony G. Lyster, of Sir John Wolfe Barry, Lyster, and Partners, has now reported to the Mysore Government on the project on the basis of the investigations conducted on the spot last summer by Colonel Du Cane, R. E. He rejects the existing schemes, and makes two alternative proposals for an inner harbour, the entry to which would be protected by both a north and south breakwater.

Mr. Lyster considers that an outside harbour would be unsatisfactory, because it would necessitate a double handling of all goods into lighters, whereby the cost of working the cargoes would be greatly increased, while in rough weather it might be impracticable to work the cargoes at all. Of the projects for an inner harbour, the one hitherto favoured is that of Mr. H. D. Rice for a harbour to the eastward of Lighthouse Hill and ended by a cutting through the hill, the entrance being sheltered on the south side by a breakwater. Mr. Lyster states that between June and October there are long periods when vessels would be unable to make the entrance with safety unless more protection was afforded than that provided under the scheme. To make it practicable the breakwater must be carried out to the five-fathom line, so as to provide sheltered water for vessels entering the dock by breaking up the waves before they reach the entrance to the cutting. A better approach could be dredged more to the south, where a much larger area could be enclosed between Lighthouse Hill and Nelakundi Bluff for a much smaller expenditure on the breakwaters than would be necessary in the case of the hill cutting.

Mr. Lyster's Plans.

Mr. Lyster submits two alternative plans, the first of which shows the dock situated in the creek immediately to the eastward of Lighthouse Hill, while, on the second, the dock is placed inland about halfway between Lighthouse Hill and the town of Bhatkal. The latter would be the more expensive but the dock, presumably, would be more sheltered from the southerly monsoon than under the first scheme. Mr. Lyster observes that if after further investigation it is found that the creek site is not too exposed for the efficient working of the dock, it would no doubt be advisable to adopt the cheaper scheme.

The first consideration is to provide an approach from the sea which can be navigated in safety during the prevailing westerly monsoons as well as at all other seasons. In both plans the approach channel is entered from the open sea between two breakwaters, with a clear waterway of 450 ft. between their ends. The southern breakwater starts a little to the northward of Nelakundi Bluff and extends seawards in a westerly direction for 3,250 ft. until it reaches the 4½ fathom line. There, in the first instance, it would terminate; but eventually, when the entrance channel is deepened, it might be extended about 500 ft. farther out to the five-fathom line. The northern breakwater extends in a south-south-west direction from the south end of Lighthouse Hill for a distance of 1,050 ft. The breakwaters will consist of rubble mounds of laterite with large concrete blocks on the seaward slopes and with concrete superstructures extending to a height of 9 ft. above high water or 16 ft. above low water of spring tides. They will enclose an area of about 110 acres, widening out from 450 ft. at the entrance to about 3,400 ft. next the shore.

Approach Channel.

The approach channel of the first scheme has a length of 2,500ft. from the entrance between the breakwaters to the dock, and a width at the bottom of the dredging of 500 ft. just inside the breakwaters, diminishing to 150ft. at the passage into the dock. The corresponding length of the channel on the alternative plan is 6,300ft., the widths decreasing also from 500ft. to 150ft. In either case there must be an entrance jetty about 400ft. long just outside the dock for vessels to await admission.

APPENDIX IV.

(From the "London Times", Engineering Supplement: December 1919.)

PROJECTED WESTERN INDIA HARBOUR.

MYSORE ACCESS TO THE SEA.

From many points of view, and not least that of the engineer, great interest attaches to the scheme put forward by the Government of Mysore for an outlet to the sea by a harbour at Bhatkal, a few miles from the western frontier of the State and near the southernmost point of the Bombay Presidency.

In the absence of railway communication, few parts of India are so little known as that which the Mysore Durbar hopes to develop. The Bombay district of North Kanara is divided into two parts by the Western Ghauts, and the lowlands which meet the sea comprise beautiful forests, numerous lagoons, winding inland, and hamlets with rice clearings. The country is seldom visited, except by officials or sportsmen. Bhatkal is near the mouth of a small stream which falls into the Arabian Sea. It has a population of only some 7,000 but if modern engineering science gives promise of a great future, it can claim a prosperous past. From the 14th to the 16th century it was a flourishing port, where ships from Ormuz and Goa loaded sugar and rice. In 1505 the Portuguese established a factory there, but their subsequent capture of Goa deprived the place of its importance. Two attempts made by the British in the 17th century to establish an agency at Bhatkal failed and the trade since carried on by small coasting boats has been negligible.

The nearest railway terminus is at Shimoga, in the Mysore State, 111 miles distant. More than half the distance will be covered by an extension to Talguppe, which is now under construction. Thence to the top of the Western Ghauts, 83 miles from Shimoga, the line is undulating. The left side of the Bhimeshwar Valley has been provisionally selected for the descent of the Ghauts, where the ruling gradient will be 1 in 40. British territory begins just before the descent ends, and the length of the line in the Bombay district of North Kanara will be about 13 miles. The Durbar is building the railway to develop the hill country on the west, known as the Malnad, and whether the line is carried beyond the head of the Ghauts depends upon the success of the current negotiations for access to the sea.

ALTERNATIVE SCHEMES.

The preliminary investigations of the possibilities of modern port development at Bhatkal were conducted with the assistance of two of the best known experts in India, Sir Francis Spring, then chairman of the Madras Port Trust, and Sir Frederick Sprott, chairman of the Bombay Port Trust. Two alternative schemes were put forward. The least costly of them, to which the State has been inclined, is governed by the consideration that where the water is deepest and there is least rock at sea the approach to the creek—in which the inner harbour has to be located—is blocked by the hill on which the lighthouse is situated. The proposal is to cut through the centre of this hill to effect an entrance to the basin. The approach channel to the hill cutting would be protected by a break-water. The inner harbour would be 16 acres in area and 30 ft. deep at low water, with quayage for nine large ocean-going vessels. The more ambitious project is for an outer enclosure by break-waters of 13 acres to the north of Lighthouse Hill; an entrance therefrom to an inner basin of 2¼ acres to accommodate four ocean-going streamers; and a subsequent enlargement of the the basin in the creek to accommodate in all nine such steamers.

There has been considerable agreement among the investigators as to the feasibility of harbour works, provided Mysore is prepared to spend about 100 lakhs of rupees. Detailed plans and estimates involving such expenditure are under preparation by Sir John Wolfe Barry, Lister and Partners, in the light of a report submitted to them by Colonel Ducane, R.E., who investigated the posibilities at Bhatkal during the monsoon season of last summer. The Mysore Durbar, after careful investigation, are convinced that the trade developments resulting from the railway and the harbour would justify the expenditure. The trade of the Malnad and the adjoining British districts, it is argued, is heavily handicapped by merchandise having to travel 400 to 600 miles by rail before finding an outlet on the west coast. The export and import traffic by rail *viâ*., Haribar on the northern borders of the State, amounts to over 120,000 tons per annum, and there is a large amount of traffic between Mysore and the coast now passing over the Ghaut roads. It is believed that a considerable portion of the former and almost the whole of the latter can be diverted to Bhatkal. Important industrial undertakings, such as the smelting of iron ore and the manufacture of paper pulp, are being started in the Malnad districts. Large hydro-electric developments, for which the Ghaut country is so exceptionally suited, are under consideration.

JURISDICTION.

The need for more harbours along the vast seaboard of India is obvious, and any new provision of this kind will tend to counteract the concentration of manufacturing enterprise at the congested existing great ports on which the Industrial Commission properly animadverted. In this particular case, however, whatever merits the scheme may possess are liable to be overlaid by the political question which arise. The Bombay Government have expressed their willingness to permit Mysore to build a port at Bhatkal under certain conditions as to jurisdiction. Mysore does not consider those conditions are suitable, and urges that unless it is given undivided civil and criminal jurisdiction in the administration of the railway and the harbour, dual control will open the door to unlimited friction and a general hampering of commercial transactions.

modify the views which they have already expressed on the subject. It is now left with the Mysore Durbar either to abandon the project, or to appeal to the Secretary of State for India against the decision thus arrived at.

The Government of India have, in spite of this adverse decision, requested Mysore to furnish them with complete data for the harbour project, if the Durbar still wish to proceed with the matter. The data have all been collected and a comprehensive scheme with detailed plans and estimates involving an expenditure of about 100 lakhs are expected to be furnished by the harbour engineers, Sir John Wolfe Barry, Lyster and Partners, at a very early date. According to the opinion of the harbour experts, the Bhatkal scheme presents many favourable features, and if carried out, it is likely to give one of the most satisfactory harbours in the British Empire. Under these circumstances, it is very desirable to draw public attention to the matter so that an unbiassed and unprejudiced consideration of the whole question may be brought to bear upon the scheme from an imperial standpoint by the authorities in England.

APPENDIX III.

NOTE ON THE BHATKAL HARBOUR PROJECT.

The Mysore Durbar have had under their consideration for some time past the subject of developing a port on the west coast of India, to further its trade and to secure an outlet into the sea, and so have chosen Bhatkal as the most convenient and suitable place for the purpose, being situated as it is only eight miles as the crow flies from the Mysore frontier.

Without referring in detail to the preliminary investigations that were conducted by the Mysore Government with the assistance of the harbour expert Sir Francis Spring, then Chairman, Madras Port Trust, also Sir Frederick Sprott, Chairman, Bombay Port Trust, it is sufficient to state that in spite of differences of opinion regarding details, there was considerable agreement as to the feasibility of the scheme, provided the Mysore Government were prepared to spend a sum of about 100 lakhs.

Duridg the progress of the technical investigations referred to above, the Mysore Government were in correspondence with the Government of India regarding the terms and conditions under which they would be permitted to construct the harbour in British territory. The original proposal of the Mysore Government was that they should be permitted to build a railway right into the port from the Mysore frontier, and be given jurisdiction not only for the railway limits, but also the land that may be included in the whole project. The Bombay Government, however, were not agreeable to the Mysore proposals, and made alternative suggestions in their letter of February 1917 regarding the administration of the port under a specially constituted Trust, in which both the Government were to be represented. The Government of India in communicating the Bombay Government's suggestions, requested Mysore to develop their arguments in support of jurisdiction, and this Mysore Government did in their letter to the Resident dated 2nd December, 1918.

The position now is this :—The Bombay Government have expressed their willingness to permit Mysore to build a port under certain conditions. Mysore does not consider that those conditions are suitable; in fact, it thinks that if they are insisted upon, the whole scheme will have to be abandoned. Unless Mysore is given undivided jurisdiction in the administration of the railway leading into the port as well as the harbour, which is going to be in fact a Mysore State harbour for all practical purposes, there will be dual control and unlimited friction and a general hampering of commercial transactions, leading almost to a deadlock at times.

Mysore requires jurisdiction for a territory of only three square miles of the Bombay Presidency. This area has little or no population, to speak of, and is practically of no commercial value to the Bombay Government. Mysore takes the risk, provides the whole capital for the project, which will inevitably create trade facilities, bring a large influx of population from the Mysore State, and improve considerably the economic conditions of this somewhat neglected and unimportant part of the west coast.

It is not urged that the jurisdiction of the coast or of any portion of the adjoining territory should be transferred. No political control is asked for, but to make the port a commercial success, a satisfactory business arrangement is suggested, which without any very great sacrifice of principle or the slightest injury to the interests of the British subjects inhabiting the area in question, will ensure the smooth working of the Harbour under the undivided authority of one Government. It may be urged that Mysore Government have ceded jurisdiction under similar circumstances on similar occasions, and even now there is a request made by the Government of India to His Highness to cede over eight miles of territory for the expansion of military interests round about Bangalore, the administrative capital of the State. The question of the division of the customs revenue is a minor matter which can be agreed to by treaty.

As regards the interests of Bombay or Madras that are likely to be affected by the construction of a harbour at Bhatkal, impartial consideration of all the circumstances will show that the Mysore claim deserves to be supported, and that those interests will not in any way be materially sacrificed as it is generally held that there is room for more harbours in the sea border of India than exist at present.

Very carefully considered professional opinion is already available to show that every satisfactory scheme for an inner harbour at Bhatkal can be prepared, and that there is room for such a harbour for the development of trade and for dealing with not only the existing but the future trade of the coast, including that from the Mysore State, south of Murmagoa and north of Cochin, and in regard to this point the professional opinion of Col. Du Cane, who recently visited the site for the proposed port, will be conclusive evidence.

At all events, it is quite clear that while Mysore's aspiration to have an outlet on the west coast should be encouraged in every possible manner, the Durbar cannot be expected to venture on this project and sink a large capital for the construction of the harbour at Bhatkal unless they are treated according to the status of a self-governing State and not merely as a company or a private individual. The whole scheme, fascinating as it is, affords a wonderful opportunity for the practical demonstration of the feelings of equality and co-operation which, so far as the Indian States are concerned, have been given so loud an expression during the war, and the scheme may thus be considered as one of the deserving cases which, if allowed to be proceeded with will cement the ties of the British Empire in India on a sounder foundation in the general scheme of post-war reconstruction.

It is however to be regretted that in their recent communication dated 2nd October, 1919, that the British Government have informed Mysore that the Bombay Government are not inclined to

on lord Sydenham twice and had a long talk with him on the Bhatkal Harbour project and on Sir Charles Bayley who is an important Member of the Political Department of the India Office. On perusual of all the correspondence—official and otherwise—on the Harbour scheme, Lord Sydenham was decidedly of opinion that the request of the Mysore Government should be granted and that the dual control and responsibility would make the scheme impossible. His opinion as the late Governor of Bombay Presidency is valuable. In this connection, I enclose for your information a note which I furnished to the Editor of the Engineering Supplement of the "Times" as he has promised to write a short article on the subject. I also enclose for the information of His Highness my notes of discussion on the Harbour project at the office of Wolfe, Barry, Lyster Partners, from which it will be seen that a complete scheme limiting the expenditure to 100 lakhs has been promised before Christmas. It now remains for the Mysore Government to appeal against the attitude of the Bombay Government on the subject of jurisdiction. Till that is decided in our favour, it will not be expedient to proceed further with the scheme."

The note referred to in this letter is Appendix III.

to build a harbour entirely out of their funds at a cost exceeding 100 lakhs, and that it was not desirable to load the scheme with a very large initial capital expenditure considering that under any circumstance at least for the first ten years, the harbour will not pay the interest on the capital as well as the maintenance charges.

After some discussion, Mr. Lyster and his partners quite agreed that it was possible to cut down the expenditure to 100 lakhs., by providing for a maximum depth of twenty-six feet only beneath low water, and accommodation in the dock of shorter length of vessels. In the end it was resolved that this should be done, and final estimates, plans and drawings prepared and submitted to me before Christmas together with a detailed programme for the five years construction period specifying the amount of capital expenditure that it would be necessary to provide each year under the main heads in the estimates.

As a result of these discussions, a complete scheme was formulated by Mr. Lyster and this was forwarded to me on the 18th December 1919. Mr. Lyster sent a copy of the scheme to the Secretary to Government for Railways, on the same date. I immediately prepared a note to draw simultaneous public attention to the scheme for the Engineering Supplement of the "London Times" and sent it o Mr. H. Brown for such use as he may deem fit to make of it, with the result hat an article appeared in the Engineering Supplement of the "Times," which ttracted some attention. The note will be found in the Appendices. (Appendix III)

After the scheme was elaborated by Mr. Lyster, further particulars were furnished as a result of which another article appeared in the "London Times." Both the articles will be found in the Appendices. (Appendix IV.)

In this connection, I may add that in the course of my interview with Mr. Montagu, Secretary of State, I introduced the subject of this Harbour and the question of jurisdiction, and I pointed out that the Bombay Government have refused to grant jurisdiction and suggested an alternative scheme which in the opinion of the Mysore Government is unworkable. Mr. Montagu promised to ascertain from Lord Willingdon who was then Governor of Bombay, the reasons for rejecting the Durbar's proposals and seemed to express sympathy with the Mysore aspirations. I reported the facts to the Huzur Secretary in my letter dated the 19th November, from which, I give the following extract:—

> "As regards the Harbour, Mr. Montagu had some papers before him. I interviewed him and on my explaining the attitude of the Government of Bombay for Mysore's geographical claim to have an outlet into the sea, Mr. Montagu seemed to be impressed and has promised to write to Lord Willingdon asking for the reasons of his refusal on the question of jurisdiction, etc....."

I had two or three long talks with a previous Governor of Bombay on the same subject and I was able to elicit the opinion from him that the Bombay Government proposal was unsound and that there could be no objection to the grant of jurisdiction as suggested by Mysore. The purport of the conversation that took place with Lord Sydenham was reported to the Huzur Secretary on the 28th October 1919, which is reproduced below:—

> "I took advantage of my personal acquaintance with Lord Sydenham to go and see him also, specially in connection with the harbour project. Lord Sydenham agreed that the Mysore case was strong and that it would not be possible for Mysore to build the harbour on the terms suggested by the Bombay Government. He thought that [illegible] yield in the matter of jurisdiction, Mysore could drive a hard bargain with [illegible] Military Station at Bangalore, provided of course that His Highness is willing to cede a little more territory for the requirements of the Military authorities."

During my conversation with Lord Ampthill, I ascertained that His Lordship was prepared to raise the question in the House of Lords regarding this project, if he was approached at the proper moment, with a request to do so.

I again wrote to the Huzur Secretary, on the 1st of December 1919, as follows:—

> "In addition to the persons whom His Highness desired that I should see, I have called

17. I enclose herewith some photographs of the site which I hope will be of assistance to you.

18. In conclusion, I may say that after seeing the ground I consider that the scheme outlined by you merits the closest investigation and that there is good reason to suppose that the cost will compare favourably with earlier proposals. I return all papers herewith together with new copies of the reports which were damaged by water.

Yours faithfully,
C. G. DU CANE.

When Colonel Du Cane returned to London, the Harbour Engineers who had the preparation of a detailed scheme on hand, started their business in right earnest but I took the earliest opportunity to have a discussion with the firm's representatives at their offices at Queen's Gate on the 26th November 1919. The notes of discussion which took place on that date are reproduced below :—

NOTES OF DISCUSSION ON THE BHATKAL HARBOUR PROJECT AT THE OFFICE OF SIR JOHN WOLFE BARRY, LYSTER & PARTNERS.

Dartmouth House, Westminster, 26th November 1919.

On the 30th of September last, Mr. Cruttwell, one of the partners of the firm, discussed with me the preliminaries of the scheme as provisionally drawn up pending the return to England of Colonel du Cane. I have already sent to India notes relating to the above together with rough particulars of the scheme.

Mr. Lyster, who presided at the meeting, at which besides myself there were also present Messrs. Cruttwell and Rice and Colonel du Cane made a few preliminary observations in the course of which he emphasised the importance of not restricting the scheme at the outset with a view to reduce expenditure. He added that although he had personally no local knowledge, from the particulars furnished by Colonel du Cane and other data available he was able to say that they could produce an excellent scheme for a harbour at Bhatkal which would compare favourably with any other harbour that had been constructed. In fact he gave his opinion that even Cochin did not present so many facilities, and that Bhatkal had fewer difficult problems to solve.

Two alternative schemes were presented before me, one having the inner dock in a site nearer the sea but somewhat exposed to the monsoon current, and the other in which the inner dock was to be located further inwards involving the construction of a considerably longer channel from the harbour entrance. Both the schemes provided for a depth of thirty feet beneath low water, and for accommodating upwards of twenty vessels, large and small, maximum length of vessel being 400 feet. The probabilities, however, are that for a harbour like that of Bhatkal a depth of twenty-six feet beneath low water and a dock to berth vessels of a much smaller length would be ample at least for the next twenty-five years, taking into consideration the average depth in the Bombay and the Colombo harbours and the average length of the largest percentage of vessels which really contribute for the most part towards the income of these harbours.

Mr. Lyster was personally in favour of the scheme involving the construction of a longer channel on the main ground that it affords better facilities for further expansion and also because it locates the site of the immediate entrance to the dock in a locality not so exposed to strong monsoon currents.

As regards the abstracts under the main heads of the estimates, enquiries made by me elicited the fact that the framers of the schemes had consulted Col. du Cane's local knowledge and adopted rates both for material and labour based thereon. As regards machinery, it was of course clear that the estimated prices were very high but Mr. Lyster did not anticipate that there was likely to be any material reduction in the near future.

From an engineering point of view, the discussions satisfactorily established after reference to other schemes, namely, that of Cochin and Vizagapatam, the possibilities of a very satisfactory harbour at Bhatkal, but when I pointed out that having regard to the possibilities of trade as well as expansion of trade it would not pay Mysore

down in flood discharge would be likely to be deposited in the basin. I would therefore suggest that it should be diverted to a new outlet through Mavinkurve beach. It is said that this was at one time the natural outlet.

Materials for construction.

14. The only two classes of stone available are—
(i) Granite,
(ii) Laterite.

The *granite* is of good quality, but is not available in quantity near the harbour site. There are two possible sources of supply. One is from Shirali, about 6 miles by road from Bhatkal. This is a granite hill which would yield good stone, but is the property of the Hindu Temple authorities at Shirali and there might be difficulty in getting permission to work it. Also the cost of conveyance to the harbour would be high. There is an unbridged river and it would probably be necessary to build a light 2'—0" gauge railway. I have examined this site.

The other is from an island named Jalikundi which is said to consist of granite. This is some 4 miles from the harbour and stone would be brought direct by boat. There is very little information available as to this island and I was unable to visit it owing to the weather conditions. It is recommended that a report be obtained on this at the same time as other preliminary work is done.

Laterite is said to be altered granite. It is not a very high class material. It is hard on the surface but soft beneath. It is extensively used in buildings on the west coast. The usual method is to cut out blocks of the soft laterite with a chisel edged pick and then let them harden by exposure to the air. It is necessary to leave them for at least one season before they are fit for use.

I had grave doubts as to whether this material was fit for use in exposed sea works and was at first unable to find any case in which it had been used. I found, however, at Bhatkal some laterite boulders which had evidently rolled down from the hill to the beach and had laid for a long period between high and low water mark. In this position they were exposed to the force of breaking waves. The action of the sea water appears to be only superficial and I have come to the conclusion that laterite can safely be used. I send under separate cover a sample broken off one of these boulders. They were broken off by me with a 2 lb. hand hammer. It will probably be better to use laterite in the form of aggregate for concrete blocks or small blocks for masonry so as to obtain the maximum surface broadening. In the form of big blocks, say 3 to 5 tons, there would probably be a soft core for many years. Laterite is available in large quantities near the site of the work.

Breakwater.

15. Assuming concrete blocks to be used, I think a good site for a block-yard could be obtained close to the end of the breakwater at the site marked "Tunurmadi" on the 4" to the mile tracing. Laterite could be quarried on Nelakundi bluff and conveyed cheaply to site by means of inclined railway worked by gravity.

Cement would have to be brought in by boat, as would all imported materials since the railway will not be finished during the construction of the harbour. It will be necessary to build out a short temporary pier for landing materials with say 6' of water at low water alongside, to admit of native cargo boats being used between steamers and shore.

It will, I think, be necessary to estimate on a working season of about 8 months per year, the work closing down during the S. W. Monsoon. On the sea work the exposure of the site would prohibit work being done until the breakwater was far advanced and on land the incessant heavy rains prevent satisfactory work being done.

I think that until the breakwater was well under way, it would be rash to work dredgers on drill barges since there is no place near where they could lie in safety in the event of a sudden storm. I would propose therefore that during the first working season, sea work should be limited to the breakwater after which shelter for dredgers, etc, could be provided under the lee of the breakwater with the aid perhaps of a short arm thrown out from the main breakwater on the inner side.

The loss of a season on the entrance Channel work would not I think be a serious matter as the railway construction and harbour construction would be carried on simultaneously and the financial position will probably only permit of a moderate annual expenditure. The industrial development also on which the harbour will be largely dependent for revenue will take some years, so that there appears to be no advantage in rushing the work. The permissible annual expenditure is a point which no doubt Mr. Banerji will discuss with you.

Estimates.

16. I will forward in the course of a few days particulars of such figures as I have been able to obtain to assist you in making up your estimate. The best type of breakwater to adopt would seem to depend largely on the price of Portland cement, which is I understand at present such as to make the cost of concrete block work almost prohibitive. It is however to be presumed that prices will come down before the time comes for making a start on the harbour work.

February they begin to work back to the Westward 40 per cent being North and N.N. West and this Westward tendency is continuous until June when the S.W. Monsoon is again in full swing.

The Maximum *average* intensities for the months occur in July and August and reach a strength of 5·4 (Beaufort Scale) from W.S.W. and West in July and August and of 6·0 S.W. in July. In the latter case the percentage of S.W. winds is low being only 9·9 per cent.

The greatest average intensity from W.N.W. is 4·4 in July and from N.W. and North 3·5 and 4·0 respectively in August. Tables of winds containing greater details will be given in my report on Madras Harbours.

Waves:

9. The heaviest seas occur during the S.W. Monsoon. Mr. Mirza informs me the the maximum height of wave measured at Bhatkal is 10 feet.

I find, however, from various sources that the height more generally assumed on the west coast is 15 feet and suggest that this figure be taken.

The direction of waves appears to vary from S.West to N.West following generally the prevailing direction of the Monsoon wind.

Entrance.

10. It would appear that provided the Scheme allows for sufficient spending beach to reduce wave action, the best direction for the entrance would be due West or approximately so. With an entrance from a North-Westerly direction, a ship would have to make the harbour under most difficult conditions at times, with both wind and waves full on the beam and a rocky lee shore close at hand. With a westerly entrance, she would make harbour with wind and sea on her quarter in the worst weather.

It would further appear that by far the best way of obtaining spending beach would be, as suggested by you, to run out the breakwater from Nelakundi bluff and make the entrance to the south of Lighthouse Hill. I am of opinion, after studying the ground, that the entrance shown on Mr. Rice's and Mr. Fosberry's plans are inadequate both in wave reducing capacity and manœuvering space for ships.

Geological Formation.

11. The coastal area consists of a plateau from 150 feet to 200 feet above sea level, intersected by valleys containing rivers and creeks. The underlying rock is granite which is visible above sea level on the coast line, *e.g.*, the western side of Lighthouse Hill. Nelakundi bluff, etc. Overlying this are various white and yellow clays said to have been formed by the decomposition of the granite. The surface of the plateau is of laterite which is hard on the surface but soon gets soft and merges with the clay. This applies to the whole of the plateau area around Bhatkal with the exception of a few spots where the granite comes to the surface and forms small hills.

The valleys which have doubtless been formed by erosion contain lateritic soil, sand and alluvial deposits and are utilized for paddy growing and cocoanut gardens.

Entrance Channel and Basin.

12. As regards your suggestion regarding the line of entrance to the south of Lighthouse Hill, there is unfortunately no information available other than that shown on the plans you have already seen. It will be necessary to do more work both in sounding and boring before you can come to a definite conclusion. I have informed the Dewan to this effect. It will not be possible to start on this work till October and I would therefore suggest that you forward a sketch to the Mysore Government showing your proposals and indicating as exactly as possible the work you want done, depth to which bores should be carried, etc.

It appears quite probable that the rock shown by the borings to the south of Lighthouse Hill is in the nature of a ridge and may drop away again so as to leave the proposed basin site free of rock excavation or nearly so. In this case the cost of the basin would be no more than in the case of Mr. Fosberry's Scheme and might quite probably be less as the work would be done on dry land instead of in the bed of the creek.

The land consists of paddy fields and cocoanut gardens and may be estimated at a maximum of Rs. 1,000 per acre.

It is possible judging by the point at which, as I am informed by Mr. Mirza, ships drop anchor that better water for the entrance channel may be found a little further to the south of Lighthouse Hill than was looked for. In this case it may be better to shorten the Nelakundi breakwater somewhat and run out a short breakwater from Lighthouse Hill. The total length of breakwater would not be appreciably increased by so doing. This will be shown by the soundings when taken.

Bhatkal Creek.

13. This is only a small creek and would not be of sufficient size to produce any appreciable scoring effect in the basin or channel. On the other hand such silt as it brings

2. While at Bangalore, I had interviews with the various members of the Mysore Government interested. On June 20th I had an interview with the Dewan, Mr. A. R. Banerji and the second Member of Council, Mr. P. Raghavendra Rao, when the Scheme was discussed generally. The terms of reference to you contained in Mr. D. G. Dani's letter No. R. S. 1132—216 G. of November 12th, 1918 came under discussion. It would appear that the traffic figure of 250,000 tons mentioned in para 2 was not based on any exhaustive estimate, but was rather of the nature of the guess. The present trade at Bhatkal is insignificant and future traffic would appear to depend on the following sources :—

1. Traffic directed from Marmagoa down the proposed new railway from Shimoga *via* Sagar to Bhatkal.
2. Traffic—Mainly coffee—which now reaches Mangalore by road from the interior and which might be diverted to Bhatkal.
3. Possibly a certain amount of traffic which now finds its way to Madras.
4. Creation of new traffic owing to railway extension and to possible industrial development in the Mysore State.

I understand that a more thorough traffic estimate is now in hand and should be completed in the next few months. I pointed out that all the external harbour work, *i.e.*, breakwater, entrance channel, etc., would be a constant amount irrespective of the amount of internal harbour work done and it was agreed that the internal work and quay accommodation should be in the first place kept down to the minimum development capable of giving sufficient revenue, when fully utilized, to make the harbour financially self-supporting. Pending more definite data, the figure of 250,000 tons per annum may be taken as the maximum traffic likely to be developed within the first few years.

3. Bhatkal is situated in the Bombay Presidency and there are certain questions of administration and jurisdiction at present under negotiation between the Bombay and Mysore Governments. Provided these questions are settled in such a way as to satisfy the Mysore Government, it would I think be prepared to face a certain amount of financial loss in working the harbour for the first few years, for the sake of obtaining an outlet controlled from Mysore for the products of the State.

4. I am informed in confidence by Mr. Banerji that he expects to leave for England early in August, and hopes to call on you to discuss the financial and other sides of the harbour proposals. For this reason I have given the above general review, though it does not come strictly within the terms of reference.

5. On June 24th I had a further interview with Mr. Raghavendra Rao, when he explained to me something of the industrial developments which are anticipated in Mysore State. The main items affecting the harbour Scheme are the proposed mineral developments in the Shimoga District. It is proposed to make Benkipur a considerable industrial centre with steel works and other manufactures.

I enclose herewith a copy of a memorandum drawn up by Mr. Raghavendra Rao giving a concise summary of the general situation regarding the railway and harbour. The figures given should be accepted with reserve since they are now generally admitted to be too low.

6. I also had a general discussion with Mr. D. G. Dani who informed me that all detailed information available regarding the harbour Schemes was in the hands of Mr. R. N. Mirza.

7. During my visit to Bhatkal, I saw the site under S. W. Monsoon conditions, with a fairly heavy swell. There had been a heavy storm and high sea two days earlier. The direction of the waves was almost due West to East and the wind varied from South-West to North-West.

I visited all points of importance in connection with the harbour including Lighthouse hill, Mavinkurve beach, Nelakundi bluff and sand spit. The coast is fully exposed to the S. W. Monsoon. Judging by the breaking of waves, it appeared likely that several rocky patches occur several miles off shore in a North-Easterly and South-Westerly direction from Lighthouse hill. These would doubtless be indicated on the admiralty charts if my supposition is correct and if so they should be noted in connection with the direction of entrance to the harbour.

Wind.

8. I have studied with great care a series of wind charts prepared under the auspices of the Government of India and covering a period of 20 years, *viz.*, from 1855 to 1875 and these should give good average results.

It is very noticeable that the monsoon winds do not blow true N. E. or S. W. when near the Indian coast. The general cycle as shown in these charts, etc., appears to be as follows, though there are doubtless large variations in any particular season.

The S. W. Monsoon breaks in June when only 14 per cent of all winds are from S. W. 47 per cent being from W.S.W. and West. In July the preponderance is strongly W. (49 per cent) and W. & W.S.W. together account for 79 per cent. In August the tendency is to work round in a Northerly direction, the percentages being W.S.W. 26 per cent, W. 24 per cent, W.N.W. 14 per cent and N.W. 23 per cent. Through September, October and November the tendency is continuously towards the North and N.N. East until in December and January about 50 per cent of all winds are from North to N.East. In

Extract from the Deputation report

III. Discussing the Financial and Engineering Aspects of the Bhatkal Project.

On the 23rd September last, I wrote to Mr. A. G. Lyster with reference to Col. du Cane's preliminary report to him of the 17th July 1919 requesting him to meet me and discuss the whole project with reference to its Engineering and Financial aspects. Mr. E Cruttwell the next senior partner of the firm wrote in reply the same day fixing an appointment with me for the 30th September. On that day Mr. Cruttwell came to me and discussed the preliminaries of the scheme as provisionally drawn up. The notes of such discussion were sent by me together with rough particulars of the scheme to Mysore from London. They are given below. Col. DuCane's D.O. and his preliminary report are also reproduced.

Notes of Discussion on Bhatkal Harbour Scheme, 30th September 1919.

Present.

Mr. A. R. Banerji, for Government of Mysore.

Mr. E. Cruttwell, for Messrs. Wolfe Barry & Lyster.

Mr. Cruttwell said that Col. du Cane, who is now in Vancouver, is expected to arrive in England about the middle of November, and that no proposed scheme could be considered as final without seeing him.

Mr. Banerji said that there were two points for preliminary consideration, *viz.*,

(1) Whether the harbour is feasible,

(2) The initial cost, in order to make it a commercial proposition.

1. Messrs Wolfe, Barry & Lyster consider the harbour quite feasible on the information so far in their possession.

2. The probable initial expense would be about 116 lakhs, and it is not likely that this estimate could be reduced below 100 lakhs.

Mr. Cruttwell expressed the opinion that from the engineering point of view the breakwaters suggested would withstand the monsoon if there were sufficient blocks used. The dock would be protected by Lighthouse Hill as well as by the two breakwaters. He does not regard the force of the monsoon as excessive compared with winds in other countries.

He does not think the scheme would involve constant dredging though some no doubt would be necessary. There is very little silt down the river. The river could at any time be turned into the dock.

This scheme would include all "equipment," *i.e.*, cranes, offices, sheds, everything except railways and sidings, which would form part of the railway undertaking.

OPEN HERE

Initials of the officer's closing the cover.

SEAL

Opening presented by me 13/5/20.

Extract from the Deportation Report.

R. S. III-2]

C. 702

General and Revenue Secretariat.

File No. of 191

(18

Serial No.

we may put to if jurisdiction is not ceded to us.

12.6.20

In perusal
1st member.

17/6/20

The GA. will see that he says in Cochin the Pilgrimage is with the State. —

The Chief Commr. Dept. report with appendices is herewith sent. Subsidy statement. The estimated [illegible] Draft Scheme of Railway Communications in Travancore Cochin Pilgrims Rest Sheds Water supply Medical Relief

(sent in a cover)

The article was inspired by me and was based on my notes

cSB
Perhaps court hopes will be accepted
15/6

4/8/6

An enlarged draft prepared by Mr Rammathan at my request is submitted for consideration. It goes on

NOTE—Contn. sheet.

(18)

Serial No.

the whole ground - of its general content & time are approved the pharmacopoeia be examined in detail & amended suitably.

18 Guernsey CBS 3.9.16.

may now be circulated & finally revised in Council I have not touched upon the subject will also afterwards I anticipate [illegible] Customs. There would be a treaty for giving my views at least so in the Duke:

CBS 4.9.16.

Downey)

CBS 7.17.

may be circulated & consider

6.7.20

circulated CBS 6/7

(For Disposal at a Meeting)

No. C. 27 20.

.....19.20.-21)

GENERAL AND REVENUE SECRETARIAT.

Council Matter.

SUBJECT.

(Clause xii of the Schedule.)

Draft reply to the Residency in connection with the points raised by the Government of Bombay re: the proposed harbour at Bhatkal.

CIRCULATED TO THE MEMBERS OF COUNCIL.

By Order,

C S Balasundaram
Chief Secretary to Government.

.....9th...July... ...19.20.

Extraordinary Member of Council.

First Member of Council. Seen.

271-27 **Second Member of Council.** 12-7-20

12-7-20

302 10-7-20 **Third Member of Council.**

11/7

(9)

"B" - 4.

Draft reply to Residency to the point raised by the Government of Bombay, on t question of the proposed harbour at Bhatia

Opinion of the Council.

STRICTLY CONFIDENTIAL.

Extracts from the Notes of Mr. A.K. Banerji,
to Smith in Sept. 1920.

also Dep. Sept.

Strictly Confidential.

Extracts from the Notes of Mr. A. R. Banerji, C.I.E., I.C.S., to Simla, in September 1920.

...

Interview with His Excellency the Viceroy.

X X X

Bhatkal Harbour Scheme.--

In regard to this scheme, I briefly referred to the previous correspondence ending with the Government of India letter in which they say that they concur with the Government of Bombay that there are no reasons to reconsider the view that the Mysore Government cannot be given jurisdiction as requested by them. I pointed out in the first place that the policy so far pursued in India in regard to the development of harbours is considerably behind the times, there is abundant scope for the development of harbours on the extensive sea-boards in India both in the east and the west coasts, and that when an Indian State like Mysore shows the enterprise and readiness to build a harbour entirely at its own expense, it should be the policy of the Imperial Government to receive such a proposal with consideration and render every facility that lies in their power to enable Mysore to carry out the scheme.

Strictly Confidential.

Extracts from the Notes of Mr. A. R. Banerji's

His Excellency replied that he agreed with me that there was room for more harbours in India and that Mysore deserved to be encouraged. I then pointed out that Mysore being a land-locked State, it naturally wants an outlet; and the question of jurisdiction was, after all, a purely sentimental one and as the tract of country involved was of comparatively no importance to Bombay at present, and further, as fresh opportunities were likely to be opened up for the development of this tract in the future by the Mysore enterprise, it was but a small return that the Mysore Government were asking for the somewhat risky investment of building a harbour in the Bombay territory. I then discussed with His Excellency the Bombay Government view and pointed out that opinion even in England of harbour experts and administrators, was against any joint or dual control in the management of the harbour and the railway, as suggested by that Government.

His Excellency after listening to me gave out as the opinion of the Government of India that they were prepared to cede jurisdiction provided that the Mysore Government applied to them for the loan of the services of a British officer as Port Commissioner. I said that that was a small matter compared to the question of jurisdiction and it was only reasonable to expect that the Mysore Durbar would come to the British Government for assistance in regard to the administration of the harbour at least for the first ten years; for,

it was to their interests that such administration should be left in the hands of experts, at the earlier stages at any rate, to obtain for the harbour the necessary prestige which will command the confidence and attraction from the mercantile navy. As His Excellency's decision seemed favourable, I did not press the matter any further and proceeded to the next topic; but before doing so, I showed His Excellency the scheme which was prepared by Messrs. Wolfe Barry Lyster and Partners and also the plan of the harbour which was attached thereto. I made it clear that it was not likely that Mysore would be able to sanction the scheme and proceed to work it up immediately but if jurisdiction was conceded in favour of Mysore, they would be able to take preliminary measures which would take at least a couple of years before construction works actually commenced.

X X X

Strictly Confidential.

Extracts from the Notes of Mr. A. R. Banerji, C.I.E., I.C.S., to Simla, in September 1920.

....

Interview with Sir John Wood, Political Secretary.

X X X

As regards the Bhatkal scheme, Sir John Wood said that he quite agreed with me in all that I urged both as regards harbour policy and the question of jurisdiction and also agreed with me that we might write now to the Government of India to say that Mysore cannot proceed with the scheme unless the Government of India adopted a more conciliatory attitude in regard to the question of jurisdiction. He said that the Government of India might then approach the Government of Bombay, again. I also dilated on the possibility of Shimoga being a great industrial centre in Mysore with paper pulp, sugar and other factories, besides the iron scheme and also the possibility of harnessing the Gersoppa Falls. Sir John eventually said the same thing as the Viceroy, namely, that the jurisdiction may be given if a British officer administer the port. I said that such a proposal would probably be acceptable to Mysore for a period of, say, ten years.

Sir John wood then pointed out the difficulties in regard to the customs and gave a long account of the negotiations the Government of India had in regard to Kathiawar ports. I said that Travancore and Cochin had separate agreements with the Government of India in regard to customs and that this was a matter which could be easily settled by a discussion, at the end of which, a treaty might be drawn up on the terms that could be mutually agreed upon. I showed Sir John our harbour scheme and the plan and in the end it was agreed that we should write at once giving the general outlines of the scheme and urging that jurisdiction was essential before it could be proceeded with.

X X X

Serial No.

2692-130.
12-11-20

SE820
Rec
18-11-20

Dewan's

15/11.

There is one brief for discussion
by the Executive Council and the Legislative
Council but the first meeting
has not been fixed for discussion. It may be
done after the next meeting of Council
Otherwise the draft is all right.
16-11-20

CS.
Include in next meeting agenda
15/11/20

C. 27

"D" - 17. (2B

Draft reply to the Residency re:
Bhatkal Harbour Scheme.

...

OPINION OF THE COUNCIL.

2/12
Revise draft
conveying
a reminder
Spl.

Mr GA.

Please revise draft & make it
considerably shorter. In view of
present attitude Govt of India
about Coast will do. Also
reiteration of arguments maybe
avoided.

CRJ
4/12

Draft is revised & resubd.

CRJ
7/12

(Member
Director)
Seen. Suitable. Maybe
circulated with Dewan's appl.
to Hon'ble Members Jas appl has
if any.

Dewan's
8/12

8/12

CRJ
10.12.20

C. 27

G. R. S. 12]

General and Revenue Secretariat. | CB File No. 300 of 1919.

Serial No. 3323-245 11-12-20

Subt to 2nd member
3rd member.

Secy.

Secy
4/12

Secy
13.12.20.

Subt to Extraordinary Member for perusal.

Secy
13/12/20

Secy
D. Row
21.12.20.

D. for Subt

Secy
Secy
21.12

D. S. N. Subt

Secy
Secy
31/12/20

NOTE—Contn. sheet.

GPB—70,000—17-12-15

25

Final Note by the First Member of Council.

Subject:—

Draft reply re: the Bhatkal Harbour Project.

In letter No.7578 dated the 2nd October 1919 from the First Assistant to the Hon'ble the Resident in Mysore, the Government of India intimated that the Government of Bombay, who were again addressed with special reference to the question of jurisdiction over the harbour site and the land required for the Railway connection with the Bhatkal harbour, replied that the further arguments advanced by Sir M. Visvesvaraya did not incline them to modify the views which they had already expressed and in which the Government of India concurred. The Government of India have added that they would be glad to receive complete data for the proposed Project if, in view of the above statement, the Durbar decided to proceed with the matter.

Since the receipt of the above letter the late Mr. Lyster's Report has been received and the Traffic Possibilities at Bhatkal have been investigated. The detailed project for the construction of the Railway is not yet ready but its preparation need not be hastened until after the question of jurisdiction is decided favourably.

During my deputation in England I discussed this question with responsible persons there, who were of opinion that Mysore had a good case to go upon. The Bhatkal Harbour Project was also one of the subjects I submitted to His Excellency the Viceroy in my interview with His Excellency in August last. He was favourably impressed with the arguments put forward and seemed to promise a reconsideration, if the Government of India was addressed on the subject.

draft for approval. S

A draft letter urging a reconsideration of the case has now been prepared according to the suggestions given by me in my minute dated 18th June 1920 and also subsequently revised by me. The draft has been --

Pages 11 & 12 notes

discussed in Council at 2 Sittings and has been agreed to by the Dewan & other Members. It may be graciously approved.

MEMBER OF COUNCIL.

27.12.20

27

Submitted to His Highness.

—•— .

I submit herewith a Final Note by the....First.....

Member of Council on the subject of....draft..reply.....

regarding the Bhatkal Harbour Project.....

.....

for His Highness' gracious approval.

Dewan.

1921

28

28

Record of Cases submitted for the Orders of His Highness the Maharaja

738

Subject.

Draft reply to the Residency regarding the Bhatkal Harbour Project.

Order.

~~KRM~~
31/1/21

4.1.21

C 27.

29

G. R. S. IH-2]

General and Revenue Secretariat.

CB File No. 300 of 1919

Serial No.

(*)

31. All urgent or confidential files returned with His Highness' orders may, in the absence of instructions or indications to the contrary, be ordinarily circulated to the Members of Council for perusal after the issue of orders.

33. The Secretaries concerned should see that orders in the cases referred to above are issued at once and that the files are returned immediately after to the Chief Secretary for circulation to the Members.

34. In all other cases, the files will first be circulated to the Members of Council at headquarters and then sent to the Secretariat concerned for the issue of orders.

Circulated to the Members of Council for perusal of

*

His Highness' orders ~~before~~ after issue of orders. (*Vide* Rules 31, 33 and 34 of the Subsidiary Rules for the conduct of business of Council in the Manual of Council Rules and Procedure.)

C S Balasundaram Jr
Chief Secretary to Govt. 4/7/21.

Through the Secretary to Government,

.....Department.

FIRST MEMBER OF COUNCIL

SECOND MEMBER OF COUNCIL (on leave)

THIRD MEMBER OF COUNCIL.

3912
5.1.21

NOTE—Contn. sheet.

G. R. S. 12]

General and Revenue Secretariat. | QB File No. 300 of 1919.

Serial No.	
2	To the First Asst Resident No. Pol 752 dt 12.1.1921 Requests that the Govt of India may be moved to reconsider their decision about the Bhatkal Harbour Project.
3	From the First Asst Resident No. Pol 1605 dt 12.2.1921. states that the above letter is being sent to the Govt of India and requests further expression of views on the scheme in its economic aspect in the light of remarks communicated.

1st Member Secretary) 17/2/21

This scheme is the weakest point of the project - as we had many - we could afford to wait 10 or 15 years. — whereas Canara & Mysore stand to lose very much by the delay in developing trade which Mysore - hinterland & Canara Districts will have to wait for a long time before they can take up this project if ever they are formulated

Yes - Recommended by Commissioner & Secretary.

16.2.21

Yes

NOTE—Contn. sheet.

GPB—70.000—17-12-15

G. R. S. 12]

General and Revenue Secretariat. | File No. of 191 .

Serial No.

The questions of Jurisdiction & finance have been they main stumbling the weakest points in this scheme. From an Engineering point there is not much room for any doubt. for it has been carefully considered by Experts, who have pronounced the scheme to be quite a feasible one. Jurisdiction has always been a ticklish point. and if we had the money to spare. we could have fought it out. But when we have no funds to spare without having recourse to heavy borrowing & when the profits to accrue are also problematical at least to some extent one can safe cannot but be weak. The Sp. I have got both of us read by our Architect friends. & it will require a big effort to get through.

Rel
21.2.24.

NOTE—Contn. sheet.

GPB—70,000—17-12-15

(For Disposal at a Meeting)

No. C. 27 32

.....1920-21

GENERAL AND REVENUE SECRETARIAT.

Council Matter.

SUBJECT.

(Clause xii of the Schedule.)

Reply from the Residency re: the Bhatkal Harbour Project.

CIRCULATED TO THE MEMBERS OF COUNCIL.

By Order,

Chief Secretary to Government.

..... 18th February 19 21.

Extraordinary Member of Council.

First Member of Council. 19.2

Second Member of Council. 1170-82 9.2.21. opinion recorded 21.2.21

Third Member of Council. 21/2

General and Revenue Secretariat. | File No. of 19 .

Serial No.

From the Hon'ble W. L. Barlow, the Resident in Mysore

D. O. No. Dated 9th/10th Feby 1921.

States that he has suggested the Dunbar furnishing a statement of grounds for the proposal re the Bhatkal Harbour Project to be a financial success & to aid the economic development of the State.

Dewan's order of 12/2/1921

Ch: Secy. Please Circulate to the members of Council and take the needful action with the orders of the First Member. Copy of this has to be subt to H.H. also for information

Sd/) M. K.

Copies of the above D.O. have been subt to 2nd & 3rd Members. A copy of it has also been sent to the Private Secy to H.H. for subn to H.H. is Highness.

Secret

14/2/1921 (1st Member) 14.2.21

Per. Please see Remarks in off. Copy 14/2/21

The manager has already submitted separately 15.2.21

will remain on the file

19.2.21

Please manage file 21/2

NOTE—Contn. sheet.

G. R. S. III-2]

~~1385~~ 34

General and Revenue Secretariat. | File No. | of 19

Serial No.

From The First Asst Resident

No 4466 R 14/5/21

Flag Q

Note that the Durbar's Representation about jurisdiction of the Harbours Sites etc has been sent to the Govt of India but before Considering the Subject they will await a further Communication from the Durbar as to whether in their Opinion the harbour is likely to be a Remunerative Scheme. It Requests that ~~two~~ 26 more Copies of the Durbar's letter of the 12th Jany 21 the Copies of the two enclosures may be Sent for transmission to the Govt of India.

Sd:

Kw
17/5/21

Mr. Menon
Secy.

Ke
18/5/21

6078-15.
18.5.21.

I circle a/c dtd Monday 21.2.21
I do not think the idea of pressing this
matter can be entertained as matters stand.
The question must be over for the present.
I think the request for further copies of certain
papers may be complied with.

Recd
19.5.21.

NOTE—Contn. sheet.

Ks
20/5/21

Kindly see bottom of
page on reverse
Ke 20.5.21

Early.

(For Disposal at ~~a~~ Meeting)

35

No. C. 664

.....1920-21.

GENERAL AND REVENUE SECRETARIAT.

Council Matter.

SUBJECT.

(Under clause xii of the schedule)

Recent Residency letter re: Bhatkal Harbour Scheme.

CIRCULATED TO THE MEMBERS OF COUNCIL.

By Order,

Offg. *Chief Secretary to Government.*

.....25th.... M..a..y..... ...1921..

Extraordinary Member of Council.

30. 5. 21.

Offg **First Member of Council.** Seen.

Offg. **Second Member of Council.**

Third Member of Council.

20/5

C 664 36
of 20-21.

G. R. S. III-2]

General and Revenue Secretariat.

(B) File No. 300 of 1921

748
1346
988
660
1141

Serial No.

Flag O.

From the Secy. to the Resident.
No. 7753 dated 1st Sept. 1921.
Invites reference to Sl 5 and requests that the matter may be expedited.

x Flag P

The Subject was ordered by Council on 14/7/21 to be brought up in January 1922.

Subd.

14/9.

(H Member)
Secy

by
Y.P.C.

Seen
Ries
6.9.21.

Receiving at an early meeting of Council

Seen
9.9.21

Recorded
9/9

DEWAN'S OFFICE.
Recd. on SEP 7 1921
Reg. No. 1546

(S.O.C. No. 47 9-9-21.)

1659-75
3.9.21

VB
9/9/21

NOTE—Contn. sheet.

AN EARLY
(For Disposal at a Meeting)

No. C. 127 37

.....1921-22.

GENERAL AND REVENUE SECRETARIAT.

Council Matter.

SUBJECT.

(Clause xii of the schedule.)

Residency letter re.. Bhatkal Harbour Scheme.

RE - CIRCULATED TO THE MEMBERS OF COUNCIL.

By. Order,

.....9th September...19...21. Offg. *Chief Secretary to Government.*

Extraordinary Member of Council.

First Member of Council. 12.9

1792-202 **Second Member of Council.** Sgbn - Opinion already on record.
12.9.24 Ilwl
12.9.24

1928/14-9-21 **Third Member of Council.** 15/9

38

Subject. - Clause xii of the Schedule.

Reply from the Residency re: the Bhatkal Harbour Project.

.....

Opinion of the Council.

39

Subject. -

~~Recent~~ Residency letter re: Bhatkal Harbour Scheme.

...

OPINION OF THE COUNCIL.

To be brought
on 9 Jan 1922
Ker
W()

XX Hon'ble Capt Ross
letter of 14 Aug 1921
Registered No 5844 Ker

Memo addressed
to agent
for information.

766 Le 0

Subject. - Clause xii of the schedule.

~~Secret~~ Residency letter regarding the Bhatkal Harbour Scheme.

...

OPINION OF THE COUNCIL.

A draft reply to be prepared when Secy returns the papers.

21/9/20

Secy P&P- Please prepare draft for my signature (This subject has already been handled by P&P Secy)

6/10

20 452.

WD 2271—GPB—1,000—10-5-20

Urgent

REPLY.

(To be written on this margin.)

Office of the Dewan of Mysore.

NOTE.

Dated 8th January ..... *192*3.

The papers relating to the Bhatkal Harbour scheme may be put up for the Dewan's perusal. The papers may be sent to the Dewan's office before the 11th instant.

By order,

T. Anantaraman

Private Secretary to the Dewan.

Chief Secretary to Government with compliments.

Hemmant by order

P. J. Smith
Capt

G. R. S. III-2a]

42

DEWAN'S MINUTE

General and Revenue Secretariat.

7th March 1923.

File No. 192 .

Date of submission	Date of Return	Date of issue of orders in the Secretariat	Remarks

Bhatkal is a small town situated about 3 miles from the mouth of the river of the same name. It is very close to the point where the Presidencies of Madras and Bombay meet, being only 5 miles north of the South Canara boundary. Bhatkal is the nearest port on the West Coast from the Mysore country. At present, the Bombay Steam Navigation Company's steamers plying between Mangalore and Bombay call at this port twice a week.

The question of constructing a port at Bhatkal has been under consideration for the past 8 years. The investigations regarding the possibility of building a harbour were undertaken with the concurrence of the Government of India and of the Government of Bombay. Several experts viz., Sir Francis Spring of Madras, Sir F.L.Sprostt and Mr.Forbery of Bombay and Mr.A.G.Lyster of Sir James Wolfe Barry Lyster and Partners, the famous Consulting Harbour Engineers of London have been consulted regarding the possibility of a harbour at Bhatkal. Sir Francis Spring was of opinion that probably an inner harbour was not feasible owing to the appearance of rock in the bed of the creek. He suggested the construction of an outer harbour at a cost of Rs.170 lakhs. After borings were taken, Sir F.L.Sprostt and Mr.Fosbery of Bombay were of opinion that an inner harbour was quite practicable. They estimated the cost of constructing the inner harbour at Rs.107 lakhs. Mr.Rice, Superintending Engineer in charge of Railway Surveys, suggested a scheme for an inner harbour at a cost of about 58 lakhs. Mr.Lyster who was finally consulted in regard to the several proposals furnished to the Government by other experts did not approve of those schemes and suggest 2 two alternative schemes.

WD 2314—GPB—2000—28-6-22.

G. R. S. III-2a]

DEWAN'S MINUTE.

4p3

General and Revenue Secretariat.

File No. 192 .

Date of submission	Date of Return	Date of issue of orders in the Secretariat	Remarks

Mr.Lyster is of opinion that an outside harbour such as the one suggested by Sir Francis Spring would not at all be satisfactory and that an inner harbour may be constructed at Bhatkal for much less money than what the outer harbour would cost. In the first scheme that he has suggested, the dock is proposed to be located in the creek immediately to the east of the Light House Hill. In the second scheme the dock is placed inland about half way between the Light House Hill and the town of Bhatkal where presumably it will be more sheltered from the southern monsoon than at the first mentioned site. As against this advantage of better shelter, the inland scheme would necessarily be more expensive than the other. Mr.Lyster points out that it would be necessary to hold further detailed investigations to find out if the site of scheme No.1 is really too exposed for the efficient working of the dock.

The first scheme is expected to cost Rs.1,43,98,477. The work may be executed in two instalments. The first instalment costs Rs.99,83,964 and the second instalment Rs.44,14,513. The second scheme is expected to cost Rs.1,69,79,038. It can also be ex cuted in two instalments, the first one costing Rs. 1,18,50,564 and the second instalment Rs.51,28,474. The completed dock in either case could easily deal with 2,300,000 tons of cargo per annum which would not only pay for the maintenance, interest and amortization charges but also leave a substantial surplus as net profits.

The maintenance and interest charges if only the first stage of the two schemes is carried out would be Rs.9,[illegible],000 and

WD 2314—GPB—2000—28-6-22.

DEWAN'S MINUTE.

General and Revenue Secretariat. File No. 192 .

Date of submission	Date of Return	Date of issue of orders in the Secretariat	Remarks

Rs.11,10,000 respectively. The same charges for the completed schemes would be Rs.13,44,000 and 15,96,000 respectively.

According to the estimates framed by Sir F.L.Sprott, the average dock charges at Bhatkal may be reckoned at Rs.1-11-0 per ton of cargo handled and the working expenses at 0-11-0 per ton. Mr.Lyster is of opinion that these figures are none too optimistic. On this basis a net revenue of one rupee per ton of cargo handled may be expected. Thus the cargoes to be dealt with annually in order to pay for the maintenance, interest and amortization charges for the first instalment of scheme No.1 would be 933,000 tons and 1,110,000 tons for the first stage and 1,344,000 tons and 1,596,000 tons respectively for the second stage. There is no doubt that from the engineering point of view the construction of a harbour at Bhatkal open all the year round is quite a feasible proposition.

Scheme No II

In January 1921, the Durbar addressed a letter to the First Assistant to the Hon'ble the Resident in Mysore to move the Government of India in the matter of securing for the Durbar plenary jurisdiction over the railway line leading to Bhatkal and the land on which the harbour works will be built. In acknowledging the receipt of this letter, the Hon'ble the Resident has observed that the financial prospects of the undertaking do not appear to be very sound. The traffic that for many years is likely to find its way to the harbour is estimated by Mr.Ranjachar, Assistant Traffic Superintendent who was placed on special duty in connection with traffic survey, at 200,000 tons annually. Mr.Lyster's estimate of the minimum traffic

WD 2314—GPB—2000—28-6-22.

G. R. S. III-2a]

DEWAN'S MINUTE.

14'5

General and Revenue Secretariat.

File No. 192 .

Date of submission	Date of Return	Date of issue of orders in the Secretariat	Remarks

traffic necessary to make the first stage of the first scheme successful, from a financial point of view would be nearly a million tons. The Resident observes that it is hardly likely that the traffic at the port will for many years to come, come anywhere near this figure and that consequently the undertaking appears to be financially unsound. After pointing this out, he suggests that the Durbar should make a statement of their cost as regards the financial possibilities of the undertaking.

The Resident's observation proceeds on the assumption that the harbour scheme should be considered as a separate scheme by itself. Mr.Lyster's observations also are based on the same hypothesis. He was consulted as regards the prospects of the harbour and his remarks have therefore to be taken in treating the harbour scheme as a separate one by itself. But in reali this would hardly be a fair way of looking at the scheme. The Shimoga-Bhatkal railway and the Harbour scheme should be considered together. By far the largest portion of the railway traffic will be due to the harbour, and the two schemes are so interdependent that a correct idea of the financial prospects of the scheme can be got only by viewing the two schemes as a whole and not either the railway or the port separately. If the harbour were not constructed, the Shimoga-Bhatkal railway will have but poor prospects of traffic on it; nor would the harbour by itself be a paying proposition without a line of railway connecting with the interior of the country.

The financial position when the two schemes are taken to-

WD 2314—GPB—2000—28-6-22.

ther

DEWAN'S MINUTE.

General and Revenue Secretariat. File No. 192 .

Date of submission	Date of Return	Date of issue of orders in the Secretariat	Remarks

together is not by any means discouraging. According to Mr. Rangachar's estimate, the total tonnage estimated to be handled at the port in the pre-resumption period that is till 1937 will be 120,950 tons and during the post-resumption period, that is after 1937, 1,81,250 tons. This takes into account manganese and pig iron produced in the Shimoga District.

In view of the comparatively small amount of tonnage that will have to be handled at the port for some time, it may perhaps be sufficient for the present to undertake only the first stage of the harbour works. The financial prospects of the scheme, - harbour and railway - will be as follows:-

If Scheme No.I - first stage is taken up -

Pre-resumption stage (till 1937)

Net railway income.....	Rs.5,18,000
Net Harbour income.....	1,20,950
Total.....	6,38,950

The capital outlay would be Rs.99,83,964 for the 1st stage of scheme No.1, that is, roughly one crore of rupees. The preliminary estimate of the cost of the railway is 110 lakhs. So, the total outlay on account of the harbour and the railway will be Rs.210 lakhs. This gives a net income of Rs. 6,38,950 on a capital expenditure of Rs.210 lakhs or approximately about 3 per cent on the total outlay.

Post-resumption stage.

Net income from railway.....	Rs.8,36,000
Net income from Harbour.....	1,81,250
Total...	10,17,250

WD 2314—GPB—2000—28-6-22.

G. R. S. III-2a]

47

DEWAN'S MINUTE.

General and Revenue Secretariat.

File No. 192 .

Date of submission	Date of Return	Date of issue of orders in the Secretariat	Remarks

This gives about 5 per cent on the capital outlay of Rs. 210 la[illegible] If the 1st stage of scheme No.2 is taken up, the income in the pre-resumption stage will 2.7 per cent and in the post-resumptio[n] stage 4.50 per cent. It will thus be seen that the financial prospects if the harbour and the railway are taken together as a joint scheme are by no means discouraging. As Mr.Lyster himself points out in para 71 of his report, dock accommodation which is thought at the time of construction to be ample has always proved in the course of a few years to be quite inadequate to cope with the rapid increase of traffic. As has already been pointed out, it would be a great mistake to take the harbour as a separate scheme by itself and then express the opinion on its being a profitable undertaking or not. That would be a right thing to do if the undertaking was financed and executed by a private company. In the present instance, throughout all the discussions that have so far taken place, the proposal has not been considered purely as a commercial proposition. The State is at the present moment considerably handicapped for lack of direct and easy communicatio[n] with the coast, necessitating as it does the haulage of all traffic over a long lead by railway before a port is reached . It would certainly add to the commercial and industrial development of the State if a direct communication along the nearest route is provided to a harbour which will be open all the year round.

The construction of the Shimoga-Bhatkal Railway and the Bhatkal harbour will lead to the following advantages:-

1. It will open up the valuable forests on the Western Ghats in Shimoga. These forests are at present left

WD 2314—GPB—2000—28-6-22.

DEWAN'S MINUTE

General and Revenue Secretariat. File No. 192 .

Date of submission	Date of Return	Date of issue of orders in the Secretariat	Remarks

unworked owing to the difficulty of transport. If this direct route is opened up, the State will be able to derive the substantial increase in its forest revenue.

2. It will lead to the opening up of the Malnad Country. The Economic condition of this tract is at present at a low ebb. The opening up of railway communications will lead to the development of the resources in this area which in its turn will lead to increased revenue under the different heads.

3. It will lead to increased mining revenue owing to the facilitiyes for further developing the Manganese Industry.

4. It will help to reduce a substantial amount of expenditure in the Mysore Distillation and Iron Works.

5. It may facilitate the undertaking of the Hydro-Electric Scheme at Jog as with the opening up of this part of the country, industrial concerns are certain to be established here and a demand for power is sure to be developed.

6. These schemes will give a direct impetus to the growth of commerce and industrial undertakings of various kinds and will also be a source of considerable advantage to the existing industries in the State.

If along with the direct out-turn that may be expected on the Capital Outlay incurred on account of these two schemes the indirect advantages enumerated in the preceding paragraphs are considered, the undertaking can in no sense be considered to be non-

WD 2314—GPB—2600—28-6-22

R. S. III-2a]

DEWAN'S MINUTE

General and Revenue Secretariat.

File No. 192 .

Date of submission	Date of Return	Date of issue of orders in the Secretariat	Remarks

economically unattractive.

There are other reasons also to justify the active consideration of the project. Mysore being a lond-locked State pays a heavy indirect contribution by way of customs and etc., to the Imperial Government. Mysore should be given the freedom to develop her own port and thus reduce the contribution to the Government of India Exchequer. Mysore should get the Customs revenue viz., or at least a good portion of it. Calculating imports into the State of foreign trade it may be safely urged that Mysore can get at between 10 to 15 lakhs of Customs revenue on the British rates. Mysore will also be saved the expenditure of customs paid at present by the Government for administrative purposes on imports which on an average come to 30 lakhs a year. This will mean 3 lakhs a year net savings.

Taking additional Railway earnings, by the creation of new traffic and diversion of Mysore traffic from the Madras & Southern Mahratta Railway to Karmagoa which legitimately should follow the direct outlet to the coast, it can safely be said that the total net advantages derived by the project may be estimated at about 30 lakhs roughly per annum to the Mysore State; and it is not impossible to persuade a Syndicate of a firm of financiers to raise the necessary capital and to build the harbour on a guarantee of 4%.

A draft reply on these lines may now be put up for consideration in Council. The political question of jurisdiction is not dealt with in this note as this has already

WD 2314—GPB—2000—28-6-22

DEWAN'S MINUTE.

59

General and Revenue Secretariat. File No. 192 .

Date of submission	Date of Return	Date of issue of orders in the Secretariat	Remarks

formed the subject of long correspondence and discussion in the past with the Government of India as well as with the authorities of the India Office. Regard can be, Please see page 13 of my Simla Dept. report (Discussion with Sir Wood).

In this connection it may be of interest to quote what I said regarding this project in reply to the Hassan Address:-

"..... In the reply to the Malnad Landholders' Association Address at Agumbe, I have given the definite opinion that Mysore, sooner or later, must have an outlet to the sea..... They (His Highness' Government) have also completed the construction of the Ghat road leading to the sea port of Bhatkal and you will agree that the shortest connection for their own railway system to a port in the west coast points to the consideration of the development of that scheme further more favourably than the Mangalore project. ..... The policy to benefit the Mysore State has to be determined mainly by two principles, viz., (1) shortest connection to the West Coast under which preference must be given to the Shimoga ~~x~~ Bhatkal Scheme, and (2) the shortest metre gauge connection to the populous districts in Southern India under which preference must be given to the Nanjangud-Erode extension. .....You have, besides, to remember the important fact that His Highness' Government have established at great expense the Iron and Wood Distillation industries at Bhadravati and the possibilities of development in that connection are so great and important that they must to a large extent influence Government in pushing forward the easier and more feasible scheme of an outlet from the northern malnad on to Bhatkal. ....."

WD

9.3.

WD 2314—GPB—2000—28-6-22.

Serial No.

draft is submd. The accumulated net profits ~~not~~ within above minute leave only consideration the fixed maintenance charges of the harbour in annuity dredging & repairs & work estimated for by Engineer at Rs 2,25,000- deducting from the net return on the capital outlay of Rs 10 lakhs would be Rs 4,14,000 (less than 2%) within pre-resumption period. It is therefore desirable to place the emphasis on the post-resumption period when the return will be Rs 7,95,000 or nearly 4%. This is quite justifiable as we are not likely to grant concessions for another 10 years.

2. In the draft now submitted reference is not made to the advantage of our collecting the customs revenue of the port. In our previous letter we have said that we would undertake to collect customs dues and hand over the net proceeds to the Imperial Govt". In view of recent we have asked for a share of customs revenue.

NOTE—Contn. sheet.

General and Revenue Secretariat. | File No. | of 19

Serial No.

It seems desirable that we should at this point write communicating the nascent. In the mean it is proposed to pass for an Enl decision the question just noted, leaving the question customs & marine administration for subsequent decision.

by
2/13

Thanks

The question of Customs has been decidedly confusing. How during any time we are committed to the Finance of Some Voyages my Decisions with Sq. would make it clear that we should share.

Circumstances have now altered. We have claimed a share of the Customs - we may also as well not keep on our Customs proper decision - grow B. to a share -

These are matters of future detail. and should [illegible] Customs Port Dues or the tonnage [illegible]

NOTE—Contn. sheet.

Can we have the

R. S. III-2a]

53

DEWAN'S MINUTE

General and Revenue Secretariat.

File No. 192 .

Date of submission	Date of Return	Date of issue of orders in the Secretariat	Remarks

Please see my Cochin harbour letter calculating fees receipts and expenses in the event of my being kept for some months in charge of the Harbour.

1.4

I have further examined the para re marine administration & collecting customs.

As regards probable receipts & annual ~~Harbour~~ port dues, I have endeavoured to get the materials for any better estimate than is given in the previous estimate.

The papers are submitted to the 1st and 2nd Members. The Dewan has directed us to request that the subject may be brought before Council at the meeting of Council on the 28th inst

with 8 spare copies

1st Member

2nd Member

Dewan has directed us to request that the subject may be brought before Council at the meeting of Council on the 28th inst

Secretary's views in this matter are contained in the Minutes recorded from 26.4.23 to date

Dewan

WD 2314—GPB—2000—4-25-6-22

That includes
Virginia State Employees
Police, Supervisory
Salaries calculated
Sandy Shiplett Dec. 1/8 [illegible]

L
1.4

Extract from the Proceedings of the 646th *Meeting of the Council of His Highness the Maharaja, held at Bangalore on the* 28th April 1923. *19* .

55

252. **Subject. - Clause xii of the Schedule.**

Draft letter to the Residency re. Bhatkal Harbour Scheme.

OPINION OF THE COUNCIL.

The draft may be approved.

(Signed) A. R. BANERJI,
Dewan of Mysore.

"EXTRACT"

Chief Secretary to Government.

WD 433—GPB—1,000—1-9-20

Submitted to His Highness.

The letter to the Residency regarding the Bhatkal Harbour Project which was approved by His Highness on the 3rd January 1921 was issued on the 12th idem. In May 1921 a reply was received that before considering the matter the Government of India "would await a further communication containing an expression of the Durbar's views as to whether the Harbour is likely to be of a remunerative scheme." The financial aspect of the project has been its weak point and it has not been easy to send a satisfactory answer to the query put by the Government of India.

2. During my recent visit to Bhatkal I have made a close study of the subject and from the figures contained in Mr. Rangachar's report on "raffic Prospects of the Shimoga-Bhatkal Railway and in Mr. Lyster's report regarding the Harbour project it appears to me that a good case can be made out to show that the Harbour project and the Railway project taken together will not be unremunerative, although there is no prospect of our being able to start construction for the next ten years; but it is quite possible that we may raise money on a guarantee and that at all events, by the time the harbour is constructed ~~and xxxxxx~~, our metre guage railway line will have been resumed by us for working and there will be a general improvement in the traffic prospects.

3. My view of the case is explained in my minute dated 8th March 1923 and a draft reply has been prepared accordingly.

The draft was considered in Council on the 28th instant and has been agreed to by the Members of Council.

4. In the previous correspondence on the subject it was stated that the customs revenue will be collected by us and handed over to the Government of India. In view of recent developments in regard to the claims of Indian States to participation in this revenue, a modification of the original proposals in this respect has

has become necessary. Apart from the general question of our being given a proportionate share of the customs revenue realised in British Indian ports on the basis of the probable value of the dutiable goods imported into the State, if the Government of India permit us to retain the whole or even a portion of the customs levied on the goods coming in through the Bhatkal port, we shall get a substantial revenue which will materially improve the financial prospects of the scheme. This aspect of the matter has been briefly hinted at in the draft letter but it is not considered necessary to dwell on it at length in the present communication.

5. The draft letter may be graciously approved.

Bangalore,
30th April 1923.

5-8

Record of Cases submitted for the Orders of His Highness the Maharaja

Subject.

Draft reply to the Residency regardi the financial prospects of the Bhatkal Har bour Scheme.

867

Order.

~~KRM~~

7/5/23

Chief secy.

May I see

then. Print.

with my remarks

the proposals

10.5

Immediate

Then

print

11/5

59

C 489

General and Revenue Secretariat.

Draft reply to the Residency regarding the Financial prospects of the Bhatkal Harbour -- Scheme.

(*)

31. All urgent or confidential files returned with His Highness' orders may, in the absence of instructions or indications to the contrary, be ordinarily circulated to the Members of Council for perusal after the issue of orders.

33. The Secretaries concerned should see that orders in the cases referred to above are issued at once and that the files are returned immediately after to the Chief Secretary for circulation to the Members.

34. In all other cases, the files will first be circulated to the Members of Council at headquarters and then sent to the Secretariat concerned for the issue of orders.

Circulated to the Members of Council for perusal of

*

His Highness' orders $\frac{\text{before}}{\text{after}}$ issue of orders. (*Vide* Rules 31, 33 and 34 of the Subsidiary Rules for the conduct of business of Council in the Manual of Council Rules and Procedure)

Chief Secretary to Govt.

Through the Secretary to Government.

.....Department.

FIRST MEMBER OF COUNCIL. Not at Head Quarter.

304
12/5/23

SECOND MEMBER OF COUNCIL.

13/5.

THIRD MEMBER OF COUNCIL.

NOTE—Contn. sheet.

Mono WD 1190—GPB—500 9-1-23.

Serial No.

To The Secretary to the Resident in Mysore
No P&I 1027 R 30/5/23

Communicates the views of H.H's Govt about the Bhatkal Harbour Scheme and Requests that the facilities already asked for including the jurisdiction over an area of about 3 Square miles may be granted so as to enable the Mysore Govt to develop the Scheme fully and have it ready for execution when circumstances are favorable.

From Dr.
No 4244 R 30/5/23

States that the Representation of the Mysore Govt has been Submitted to the Govt of India for Consideration.

Submit with a draft Reminder.
7/1/25

Draft Reminder is necessary
7/1

Draft
May wait another 3 months
15.4
Dr.

Dr. 15.4.25

NOTE—Contn. Sheet

15.2
8.4.25
14.7.25

Resubmitted. 7.4.25

14.4.25

Serial No.

No Reply has been Received.
File Resubd as per orders on the previous page.

hm
16/7/25

hm
17.7.25

Please bring up on 16/7/25

Bring up on 14/10/25

2 out and 3 months
2
18.
hm

Resubd.

hm
14/10/25 Draft reminder submd for appl

Reminder.

R
15(10)25

21.10

Rec'd
R 21/10

To The Secy to the Resident. Pol. No 305 & 21.10.25
. Requests to be informed when the orders of the Govt of India about the Bhatkal Harbour Scheme may be expected.

NOTE—Contn. Sheet

General and Revenue Secretariat

C. B. File No. 300 of 1919.

[App. F. III—2

252/25-26 8/25 62

Serial No

To — (Previous Correspondence printed in 2 volumes)

From

The Secretary to the Resident - no 8800/221-1915 & 29th Oct 25-

States that intimation was received from the Govt of India in Sept 1923 that the position had been explained at an interview granted by H.E. the Viceroy to the Dewan on 30th July 1923 and that no further communication has been received from the Govt of India.

Submitted with reference.

put 29.10.25.

Dewan 30/10

This may be placed before the Dewan.

30/10

Please let us have an extract 31/10 from the Simla Dept. papers

7.11

Extract put up

7.11.25.

Letter approved and called for

7.11

7/11

18th Member 9/11

2nd Member 9/11 Seen. It will be a great convenience if duplicate copies are issued & unimportant papers are stapled & indexed in import files. I am sorry Conolly & the Bombay Govt letter in this Collection

925/9.11

0342/9/11

All important notes are pasted & a number allocated as usual

NOTE—Contn. Sheet

For informal consideration:-

(3) Subject. - 2

Residency communication dated 29th October 1925 re the proposed harbour at Bhatkal.

* * * *

To be brought up for in months time

26/11/25

with DSR

28/11/25

VFM.

Submitted to His Highness.

Pages 56 & 57 of Office Notes

In my Submission Note dated the ~~20th July~~ 30th April 1923, I explained the position in regard to the Bhatkal Harbour Scheme and the draft letter, then approved by His Highness, was issued. We have not as yet received any final reply to this letter and no definite decision has been arrived at in regard to jurisdiction. So after waiting for a sufficiently long time, I directed that a reminder may be sent asking for information as to when a reply may be expected from Government of India to this communication. The Secretary to the Resident states that intimation was received from the Government of India in September 1923, that the position had been explained at an interview granted by His Excellency the Viceroy to the Dewan on the 30th July 1923, and that no further communication has been received from the Government of India. I have already reported to His Highness what His Excellency's views were on the subject and an extract from the Dewan's Simla Deputation Notes, July and August 1923, is put up herewith for reference. His Excellency seems to have been made to understand that the Harbour would not be a commercially and financially successful proposition and the Government of India apparently do not wish to commit themselves to any final decision in regard to the question of jurisdiction unless there is some chance of the scheme being proceeded with. I had the matter, therefore, informally considered in Council. The development of this Harbour will depend, more or less, upon our traffic possibilities from the Malnad parts of the State and if the Bhadravati Iron Works had been successful, there would be some scope for making a beginning. I have already explained in my Submission Note in connection with the Bhadravati Iron Works that the future of this concern is not very hopeful. In these circumstances, it would be somewhat premature for us to urge for an immediate final pronouncement on the question of the jurisdiction when we are not in a position to state definitely when we may be prepared to go on with the Harbour. I have already

Record of Cases submitted for the Orders of His Highness the Maharaja.

Subject.

Papers relating to the Bhatkal Harbou
Scheme.

403

Order.

KRW.
2/12/25

Chief Secy
MT
1925

C 232

General and Revenue Secretariat

Papers relating to the Bhatkal Harbour Scheme –

(Work)

B to Sm

(*)

31. All urgent or confidential files returned with His Highness' orders may, in the absence of instructions or indications to the contrary, be ordinarily circulated to he Members of Council for perusal after the issue of orders.

33. The Secretaries concerned should see that orders in the cases referred to above are issued at once and that the files are returned immediately after to the Chief Secretary for circulation to the Members.

34. In all other cases, the files will first be circlated to the Members of Council at headquaters and then sent to the Secretariat concerned for the issue of orders.

Circulated to Members of Council for perusal of His Highness' orders before /after issue of orders. (*Vide* Rules 31, 33 and 34 of the Subsidiary Rules for the conduct of business of Council in the Manual of Council Rules and Procedure.)

Chief Secretary to Government.

Through the Secretary to Government,

....Department.

FIRST MEMBER OF COUNCIL.

SECOND MEMBER OF COUNCIL.

EXTRA MEMBER OF COUNCIL.

NOTE - Contn. sheet.

General and Revenue Secretariat. | File No. | of 19 .

Serial No.

File re. Montreal Harbour

to Sir H. The Dawn in his Sedan note 1/12/1925 that the question may be taken up after 6 months, if necessary.

Dawn
22/6/26

Telegraphed 1926.
Wait-Time.
1/11/26

D B
11/11/26

Regret have to see for the present there is no [illegible] charge of the proposed for the Montreal Harbour Board and Commissioners at present in force. We Montreal would for a more favourable opportunity, when are in a better position to forward to Govt. of new Quebec Bridge Bill. We cannot ask for a reduction in the duties, as we have been pressing for the form of favourable Steamers, & can the same breath ask for Canal facilities to enable us to undertake a reduction Canal a Couple of Cents.

Dawn
12/12.26

Brit Emp

NOTE—Contn. Sheet

C.P. 949

DEWAN'S MINUTE.

DEWAN'S OFFICE
M. 339
7. NOV 1933

FILE No. 193 .

C. Secy

Sri Visvesvarayya's letter suggesting that an article should be made of Messrs. Rama Bhattad question with the Viceroy when he visits Mysore next & letter dt. 5th inst. & attached.

Kindly circulate it to the members of Council for favour of their views.

6-11-33

Sub 7/11/33.

Members of Council

OFFICE OF THE
FIRST MEMBER OF COUNCIL
7 NOV 19
No. 3554

949

Permanent Address :-
SIR M. VISVESVARAYA, K.C.I.E.,
Uplands, High Ground,
BANGALORE, India.

Uplands, High Ground,

Bangalore, 6th November 1933.

My dear Sir,

May I suggest that, on the occasion of the visit of His Excellency the Viceroy to Mysore next month, an attempt be made to get the question of the Bhatkal Harbour discussed and if possible finally settled? I venture to make this suggestion for two reasons; first, it may be difficult to obtain concessions from the future Federal Government if, and when, it comes into existence, and, secondly, Lord Willingdon seems to be favourably disposed to the request of the Mysore Government. When I met him in Simla in May last year, His Excellency, of his own accord, recalled the discussions he and his Executive Council had with me in Bombay in 1917 and enquired what had become of the Harbour question.

In a personal letter dated the 23rd September 1920 sent to me to London, His Highness the Maharaja was pleased to state as follows:-

> "It will, I know, gratify you to learn that the Government of India are in favour of ceding to us complete jurisdiction - both civil and criminal - over Bhatkal area."

It

Routine Notes.

[To be used only for notes, requisitions, etc., not intended for permanent record.]

It is possible you have already made arrangements to broach the question with His Excellency. If so, this reference would be superfluous.

I am submitting a copy of this letter to His Highness.

Yours sincerely,

M. Visvesvaraya

Sir Mirza M. Ismail, Kt., C.I.E., O.B.E.,
Dewan of Mysore,
Bangalore.

N.B. Should comments [illegible]
the notes must be copied, or slips pasted on this form.

PROCEEDINGS OF THE GOVERNMENT OF HIS HIGHNESS THE MAHARAJA OF MYSORE.

(FINANCIAL BRANCH.)

READ—

Letter No.....dated.....

from the Comptroller to the Government of H. H. the Maharaja of Mysore, to the Secretary to the Government of H. H. the Maharaja of Mysore, General and Revenue Departments (Military).

ORDER THEREON No .....DATED BANGALORE,.....

Under the provisions of Articles..... .....of the Mysore Service Regulations, the Government of H. H. the Maharaja of Mysore sanction the payment of.....

Pension—Gratuity of Rupees .....

.....

per mensem to.....

.....

with effect from the.....in consideration of .....qualifying service of.....years .....months..... .....days rendered by him, the amount of pension—gratuity being debited to .....

For Financial Secretary.

To

The Comptroller to the Government of H. H. the Maharaja of Mysore, with copy of the 1st page of the..... .....Roll or application.

The

GPB—1,000—16-12-12

No. 1103

7th November 1933.

My dear Sir,

I write to acknowledge the receipt of your letter of the 6th November, suggesting that the question of the Bhatkal Harbour may be discussed and, if possible, finally settled with the Government of India.

I am much obliged for your suggestion. To be quite frank with you, my own view, however, is that the scheme is neither financially nor politically practicable at the present moment, at any rate. It would require tremendous effort on our part to put it through, if, indeed, it could be put through at all. I must confess I do not feel up to it.

Yours sincerely,

M

Sir M. Visvesvaraya, K.C.I.E.,
Uplands, High Ground,
BANGALORE.

G.R.S. III—3]

Routine Notes.

[To be used only for notes, requisitions, etc., not intended for permanent record.]

Bhattacharya

I should like to know what action is taken at present

Yes
7-11-33

Agreed
PR
7/11/33

Kind reference is limited to papers H.V. & W— in Collection put up.

The Govt. of India have not sent a formal reply to our official letter d. 12.5.23 (S.). In reply to a reminder, they referred us to some personal discussion the Dewan had with H.E. Viceroy on 30.7.23. (T.). Notes of this Interview are put up (U)

It is not likely the Govt of India will commit themselves to a final decision unless we show that we are seriously proceeding with the Scheme early

The papers were recorded in view of the Dewan's minute d 14.12.28 (H. to)

PR
8/11/33

Silver
C.P.A.
18 Nov

P.F.O.

OFFICE OF THE FIRST MEMBER OF COUNCIL
8 NOV. 1933
No. 3547

N.B.—Should routine notes be written on small slips, the notes must be copied, or slips pasted on this form.

General and Revenue Secretariat | File No. | of 193 . 949

DEWAN'S OFFICE 30466 10. NOV 1933

Serial No.

Office of the Second Member of Council. 9 NOV. No.

CHIEF 8 NOV. 1933

It is no doubt desirable to keep this question "alive", but it seems hardly worth while to make a special point of this with H.E. the viceroy next month, because, in the first place, our resources do not permit us to go on with this scheme in the near future, or within a measurable distance of time; in the second place, estimates of Expenditure, and forecasts of Receipts have not been thoroughly revised in the light of subsequent changes in the commercial, economic & other situation, and lastly there are more urgent and immediately practical questions that pressed on H.E.'s attention.

8.11.33

I agree. 8/11/33

the position in regard to labour in Indian States in future is very uncertain & the time is hardly opportune for any special action in connection with the forthcoming visit of the Viceroy

9/11

Sub

10/11/33

Dewan—

NOTE—Contn. Sheet.

WD 02553—GPB—50,000—8 7 33

Mr Hag to see this H. with a copy of my letter to Sir Visvesvaraya on the subject & copy of his letter.

DS Nehru 10-11-33

My note (Flag C.) may also be referred to— the position has not altered at all.

File No. -	of 193	General and Revenue Secretariat

Draft- S. N for appr

Reg

13/11/33

Deesan

MJ

13 - 11 - 33

DEWAN'S OFFICE
3101
13. NOV. 1933

Submitted to His Highness.

I beg to submit herewith a letter received from Sir M. Visvesvaraya, suggesting that, on the occasion of the visit of His Excellency the Viceroy in December next, an attempt may be made to get the question of the Bhatkal Harbour discussed and if possible finally settled.

2. The position in regard to this subject is as follows:-

Our last official letter asking for cession of jurisdiction and other facilities in connection with the scheme was sent on 12th May 1923 and we have so far had no reply about the decision of the Government of India in the matter. The question was discussed by Sir Albion Banerji with His Excellency the Viceroy on the 30th July 1923 and from the notes of the interview left by the former on record, it would appear that the Government of India are doubtful whether the Project could be considered to be commercially and financially a successful proposition and they seemed to be reluctant to commit themselves to any final decision in regard to the question of jurisdiction unless there was some chance of the scheme being proceeded with. In the circumstances, I recorded a minute on 12th December 1926, to the effect that we must wait for a more favourable opportunity when we might be in a better position ourselves financially to take up this question seriously, and that we could not ask for a reduction in the Subsidy on the ground of financial stringency and in the same breath ask for concessions and facilities to enable us to undertake a scheme costing crores of rupees.

The position has not since changed for the better. I think that the scheme is neither financially nor politically practicable, at any rate at the present moment. The First and the Second Members of Council whom I consulted are also of opinion

that it is hardly worth our while to make a special point of this question with His Excellency the Viceroy next month.

A copy of the reply sent by me to Sir M. Visvesvaraya with reference to his suggestion is put up. The papers are submitted for the gracious perusal of His Highness.

G.

Mirza M. Ismail

DEWAN.

Bangalore,
14th November 1933.

Record of Cases submitted for the Orders of His Highness the Maharaja.

Subject.

Papers relating to Bhatkal Harbour Scheme.

Order.

~~KRW~~
15/11/33

General and Revenue
Secretariat

241

Papers relating to
Bhatkal harbour
Scheme

(*)

31. All urgent or confidential files returned with His Highness' orders may in the absence of instructions or indications to the contrary, be ordinarily circulated to the Members of Council for perusal after the issue of orders.

33. The Secretaries concerned should see that orders in the cases referred to above are issued at once and that the files are returned immediately after to the Chief Secretary for circulation to the Members.

34. In all other cases, the files will first be circulated to the Members of Council at Head-quarters and then sent to the Secretariat concerned for the issue of orders.

Circulated to Members of Council for perusal of His Highness' orders before/after issue of orders. (*Vide Rules* 31, 33 and 34 of the Subsidiary Rules for the conduct of business of Council in the Manual of Council Rules and Procedure.)

R. Ramaiah

Chief Secretary to Government.

Through the Secretary to Government,

.....Department.

3893
25/11

FIRST MEMBER OF COUNCIL. 21/11/30

3184
25/11

SECOND MEMBER OF COUNCIL. 25/11

NOTE.—Contn. sheet.

G. R. S. III—3]

ROUTINE NOTES.

[To be used only for notes, requisitions, etc., not intended for permanent record]

Chief Cott-
22-11-10

GOVERNMENT OF MYSORE

My dear Balasundaram Iyer,
I send herewith a
revised draft which I
have prepared on the
question of jurisdiction
over the Shankaralinga-
Apart from the arguments
themselves, the way in
which they are presented
will also count for a
great deal; and I thought
a draft (which might be
incorporated in the letter
to the Secretary)

P. O. 7 5853

D.O. No. 8609 dt 3.
CONFIDENTIAL.

THE RESIDENCY,
BANGALORE.
16th December 1918.

Dear Mr. Banerji,

Will you very kindly refer to Sir M. Visvesvaraya's Demi official letter to the Resident No. 6704 dated the 8th December 1918.

Mr. Cobb wishes me, with reference to its concluding paragraph, to send to you for your private information copies of private correspondence between himself and the Dewan which took place in June 1917.

The Resident's views in regard to this project remain the same to-day as they were last year, and it follows that he cannot support in their entirety the five specific points raised in paragraph 15 of the Durbar's official

letter

No.6204. Bangalore,

8th December 1918.

My dear Mr. Cobb,

You were very kind enough to say some time ago that the Bhatkal Harbour Project had your sympathy and support. Yesterday we have sent an official reply to Residency letter of 13th May 1918 on the subject.

The scheme is of considerable importance to the future interests of the State and I know His Highness the Maharaja will greatly value your kind co-operation in the matter.

The Durbar will feel highly grateful if you will very kindly use your good offices with the Government of India and obtain an early and favourable decision in regard to the five specific questions raised in paragraph 15 of the letter.

Yours sincerely,

Sd. M. Visvesvaraya.
8.12.18.

The Hon'ble

Mr. H.V. Cobb, C.S.I., C.I.E.,

Resident in Mysore.

******

"Copy"

Private.

Demi-Official letter dated the 20th June 1917, from Sir M. Visvesvaraya, K.C.I.E., Dewan of Mysore, to the Honble Mr. H. Cobb, C.S.I., C.I.E., Resident in Mysore.

---:O:---

I feel a word of cordial acknowledgment is due for the fairness with which you spoke about the Bhatkal project yesterday. I have no doubt His Highness will hear with much pleasure that you are in favour of the project, excluding of course the cession of jurisdiction.

If I may be permitted to say so, I consider it a most generous statement considering what an amount of clamour there has been from interested parties in the press. I am not to be understood as taking advantage of your statement in order to commit you to the project. The scheme must stand or fall on its own merits. It is enough for the Durbar to know that they have your sympathy assuming we are able to produce a satisfactory scheme.

---:O:---

"C O P Y"

Privat

Demi-Official letter dated the 20th June 1917, from the Hon'ble Mr. H. V. Cobb, C.S.I., C.I.E., Resident in Mysore, to Sir M. - - Visvesvaraya, K.C.I.E., Dewan of Mysore.

---:0:---

Many thanks for your private letter just received.

My views in regard to Bhatkal have been the same from the outset.

I warmly sympathise with the Durbar's wish to have access to the sea, and if Bhatkal - as an engineering project - proves feasible and within your means, and withal is decided on economic grounds to be the best port available for Mysore, you can now, as all along, count on my staunch support. But on the questions of jurisdiction and general control I think the Bombay Government's view is right, and in this respect I fear we must "agree to differ."

From the Coorg standpoint I naturally should prefer the older scheme of a railway to Mangalore, but even if you get your wish and open out Bhatkal, I have no doubt but that, in the long run and for the benefit of Mysore, the Mangalore Railway will follow in due course

I write thus at some length because your letter gives me the impression that you think my attitude has changed, whereas it has been consistent throughout and the same. You may remember my saying to you at the Secretariat, Bombay, just after our Conference there, how sincerely I hoped you would accept the Bombay conditions and proceed with the scheme if your Engineers in due course recommended it.

P.S.

I should be glad if you would show this letter to His Highness so that he may understand exactly what are (and have been all along) my views in this important matter.

---:0:---

"C O P Y"

Private.

Demi-Official letter dated the 20th June 1917, from Sir M. Visvesvaraya, K.C.I.E., Dewan of Mysore, to the Hon'ble Mr. H. V. Cobb C.S.I., C.I.E., Resident in Mysore.

---:0:---

I am infinitely obliged to you for your private letter of this date regarding the Bhatkal Port.

It will give me very great pleasure to send your letter by to-night's post for His Highness's perusal. I have already submitted a copy of the letter I wrote to you this morning.

---:0:---

"C O P Y"

REGISTRAR.

Confidential.

6241

Bangalore,
17th December 1918.

Dear Major James,

I write to acknowledge your D.O. letter No.8609 of the 16th inst: regarding the Hon'ble Mr.Cobb's views on the Bhatkal Project. I am submitting your letter with its enclosures for His Highness' information.

Yours sincerely,

17.12.

Dewan.

6242/En2

Bangalore,
17th December 1918.

My dear sir,

In continuation of the Dewan's Submission Note of the 3rd December 1918 regarding the question of developing a harbour at Bhatkal, I submit herewith, for His Highness' kind perusal, the further demi-official correspondence which has taken place between the Residency and His Highness' Government on the subject.

Yours sincerely,

17.12

Dewan.

To
R.H.Campbell Esq.,C.I.E.
Private Secretary to H.H. the
Maharaja.

D. O. No. 72 5871.

The Palace, Mysore,
27th December 1918.

My dear Sir,

I am directed to return, with thanks, the correspondence that has taken place between the Residency and His Highness's Government, on the subject of developing a harbour at Bhatkal, received with your D.O. letter No.6242 dated the 17th Instant.

Yours sincerely,
Mirza M. Ismail

A.R.Banarji, Esq., C.I.E.,
Bangalore.

No. 7578.

FROM

MAJOR C. T. C. PLOWDEN, I. A.,
FIRST ASSISTANT TO THE RESIDENT IN MYSORE.

To,

The Chief Secretary to the Government of
His Highness the Maharaja of Mysore.

Dated Bangalore, 2nd October, 1919.

SIR,

I am directed to invite a reference to Sir M. Visvesvaraya's letter Pol. No. 536-H.C.187, dated the 7th December 1918, regarding the proposed harbour at Bhatkal.

2. The Government of India have now intimated that the Government of Bombay, who were again addressed with special reference to the question of jurisdiction over the harbour site and the land required for the railway connection with the harbour, have replied that the further arguments advanced by the Durbar do not incline them to modify the views which they have already expressed on the subject, and in which the Government of India concurred.

Vide Letter No. 1034, dated the 7th February 1917, from the Government of Bombay, a copy of which was forwarded with Major Tucker's letter No. 1143, dated the 13th February 1917.
Vide Major Jmes' letter No. 3099, dated the 13th May 1918.

[illegible] at the same time to say that the Government of India would be glad to receive as soon as possible complete data

for

for the Durbar's project if in view of the statements contain[illegible] in this letter the Durbar still wishes to proceed with the mat

I have the honour to be,

Sir,

Your most obedient servant;

First Assistant Resident.

I.S.

D.O.406-C

THE RESIDENCY,
BANGALORE.
15th January, 1920.

Dear Sir Kantaraja Urs,

Will you kindly refer to Major Plowden's official letter to your Chief Secretary, No.7578, dated the 2nd October, 1919, regarding the proposed harbour at Bhatkal?

I have received a telegram from Sir J.B.Wood asking what is the present position and when we shall be able to supply him with your answer to paragraph 3 of Major Plowden's letter cited above. I should be very grateful if you would kindly give me some approximate date for the information of the Government of India.

Yours sincerely,

First Assistant Resident
for The Resident in Mysore.
on tour

Sardar M. KANTHARAJA URS, B.A.,
Dewan of Mysore.

RES/H.

No 13
14.1.20

Dear Major Plowden,

I have received your D.O.letter No.406-C of ~~even date~~ yesterday re: the Bhatkal Harbour Scheme.

The Durbar are awaiting the ~~technical advice~~ report of Messrs.Wolfe Barry & Co. referred to in Sir M.Visvesvaraya's letter No.536-H.C.187 dated the 7th December 1918. It is expected that the same will be available as soon as Mr. A.R.Banerji arrives from England next month.

I beg that the Government of India may be informed of the ~~present~~ above position and ~~that they may be~~ moved to await the a final reply till about the end of May 1920, to enable the Durbar to complete their consultation with the Harbour experts.

Yours sincerely,

Dewan.

Rec 13.1.20

C8X 13/1/20

Draft cable to
London

A. R. Banerji Esq
Care. India Office
London

Bhatkal Harbour
scheme. Please
enquire Wolffe
Barry expedite final
data and advice

Chief Secretary

18/1/20
Chapter 4
BM
13-1-20

Mr. [illegible]
[illegible]
14-1-20

ISSUED.

Pol. No. 752
8 12-1-21
Tx
GB 300-19-2.

To

The First Assistant to the
Hon'ble the Resident in Mysore.

Sir,

I am directed to invite reference to the correspondence ending with your letter No. 7578 dated the 2nd October 1919, in the matter of the proposed -- harbour at Bhatkal, and to forward herewith, in continuation of the previous papers, three copies of the report of the late Mr. Lyster, M.I.C.E., on the project and three copies of the Durbar's estimates of traffic possibilities. The detailed project for the construction of the railway is not ready and its preparation will be taken up after the decision of the question of jurisdiction.

2. The Durbar have not yet come to a decision as to which of the several alternative projects for the harbour should be finally adopted. With the data before them and the knowledge as to the past experience of Indian Railways and Ports in the matter of traffic development, the Durbar are more than ever convinced of the feasibility of the Project itself in one shape or another.

3. The Durbar feel, however, that unless plenary jurisdiction over the area is generously entrusted to them, they will not be justified in investing the large sum of money that will necessarily be required in this important

undertaking. They have learnt with disappointment and great/regret that the Government of Bombay remain unconvinced by the further arguments adduced in Sir M. Visvesvaraya's letter No. 536/H.C. 187 of 7th December 1918. They feel confident, however, that the Government of India will feel convinced of the equity of their case, the reasonableness of their claim, and the inevitability of their proposal, if they examine the entire question afresh and in a generous spirit. In this hope and trusting that the question will be decided in the light of broad Imperial interests and of the ~~great~~ important cause of Harbour development in the West Coast, which is of vital interest to the industrial progress of Mysore, the Durbar venture to address the Government of India again and beg that the Government of India may very graciously reconsider the question.

4. In order to view the question of the Bhatkal harbour Salient in its true perspective, it is necessary to ~~understand~~ explain what exactly its construction and development signified. A very rich tract of South India representing the large coffee and mining industries, the valuable timber forests of the Western Ghauts and an important area of cotton, arecanut, copra and other industrial crops is now without an easy and direct access to the sea. The necessity for

affording such an access has been discussed for over a generation now and the demand for it has become urgent and ~~more~~ insistent at present, in view of the large industrial and railway undertakings and commitments in this area. While India, in general, is still sadly deficient in her equipment of harbours and ports, the West Coast is at a special disadvantage, as navigation there practically ceases during the monsoon months excepting only at Bombay and Karachi.

5. In a recent paper read before the Society of Arts, Sir George Buchanan drew pointed attention to this and laid emphasis also on the need for "ample railway and road connections with the interior" behind each port so that the clearance at the port may keep pace with the rate of discharge from the ships and for the administration of the entire unit of communications from the broad standpoint of the country's interests.

6. The Durbar's proposal is not therefore ~~of a piece with~~ more a commercial enterprise by capitalists seeking investment for surplus cash, as would appear to be implied in para 4 of letter No. 1034 dated the 7th February -- 1917 from the Political Secretary to the Government of Bombay to the Hon. the Resident in Mysore. On the contrary, ~~it is~~ it should be more appropriately viewed as an effort on the part of Mysore to fall in line with the scheme of development and

and progress that the Government of India have doubtless in view and which is -- sketched out in paragraph 338 of the Report on Indian Constitutional Reforms submitted to His Majesty's Government by the Rt. Hon'ble the Secretary of State for India (Rt. Hon'ble E. S. Montagu and the Viceroy, His Excellency Lord Chelmsford. The Durbar claim, therefore, for their proposal the sympathy, consideration and guidance which the Imperial Government vouchsafe to all projects for the economic development of the Empire.

7. From the previous correspondence, the Bombay Government would appear to have based their decision on the following grounds: -

B.

Para 4 of their letter No. 1034 dated the 7th February 1917.

(i) "The Government of Bombay view the project mainly in the light of a commercial enterprise."

Para 8 of the above letter.

(ii) (a) "It (cession of civil and criminal jurisdiction) has not been shown by the Durbar to be a necessary facility for the prosecution of their scheme, and there are many other considerations that arise which would have to be dealt with if it were desired to press this point."

Para 17 of the above letter.

(b) "There appears to be no foundation for the apprehension that the interference of petty officials would impede trade development."

(iii) "Bhatkal is part of the Presidency of Bombay and it cannot be removed in any particular respect from the jurisdiction of the Government of Bombay with-

out due consideration."

Para 17 of the above letter.

(iv) "The Government of Bombay will be glad to see the port of Bhatkal developed under proper safeguards. The Mysore Durbar must appreciate the fact . . . . . that if the port becomes in future years a successful one, much of the trade which now goes to Bombay will be diverted to Bhatkal."

It would have facilitated a thorough discussion of the case if the "many other considerations" referred to in extract (ii) and "proper safeguards" referred to in extract (iv) had been clearly specified.

8. The Bombay Government's decision based as it is on a false analogy, cannot obviously be treated as final in matters of such national development. The Durbar are confident that the angle of vision in matters of industrial development has completely changed since the date of the Bombay Govt's letter, i.e., February 1917.

9. The Bombay Government say that the exercise of plenary jurisdiction is not a NECESSARY facility for the development of the project. The Durbar do not agree in this view. But even granting it were so, the Durbar urge that the point for decision is not whether exercise of jurisdiction by the Durbar is necessary but whether the lack of jurisdiction is not inconvenient. If the exercise of jurisdiction be not necessary for the initiation, and execution of a project costing over a crore of rupees and the subsequent

development of what is now a neglected bit of land in a ~~detached and~~ out of the way corner of the Bombay Presidency, it should have been very much less necessary for the mere administration of a line of Railway constructed from the State Funds and also worked for some years by State agency. Nevertheless, transfer of jurisdiction was considered desirable in respect of Mysore State Railways, as a matter of administrative convenience, and the Durbar accordingly acted up to the advice of the Government of India in 1892.

Again, it was merely as a matter of convenience and admittedly not as one of necessity, that the Government of India requested, and the Mysore Durbar agreed, in 1903 to the transfer of jurisdiction on the lands forming the grounds of the Indian Institute of Science, Bangalore.

~~(The real test in such cases is as to "convenience" and not as to "necessity".)~~

10. The only other ground that the Bombay Government have hinted at is that the development of Bhatkal may at some future date affect the Port of Bombay ~~Port~~ -- a suggestion which implies also the conclusion that the Government of Bombay prefer, therefore, to have the administrative control of Bhatkal Port in their own hands so as to apply the necessary corrective at the proper moment. The Government of India will doubtless agree that the fear that the development of a new minor port will diminish the importance of Bombay is not only groundless but is based on an

assumption that vested interests must be protected at all costs even at the cost of barring all future development that will benefit other tracts not served at present by those ~~px~~ interests. With the vast potentialities of the Deccan and the Peninsula remaining undeveloped, with large areas awaiting to be opened up and the great leeway to be made up in the industrial field, it is ~~strange~~ to argue that trade expansion has reached its maximum limit and that the opening of a new port spells disaster to an existing one.

11. The Durbar are not ~~sure~~, however, that the above exhaust the objections which might have weighed with the Bombay Government. The phrases singled out at the end of the paragraph 8 supra would seem to imply that there are others The Durbar do not know whether these are administrative, economic or sentimental.

12. From the administrative point of view, the difficulties of the Bombay Government cannot be insuperable. Bhatkal is at the exteme south of the Presidency and not easily connected with the rest of the District or Presidency. There can be no administrative inconvenience in granting to the Mysore Durbar jurisdiction over land that is comparatively difficult of access to Bombay Govt. Officers, containing little or no population and situated at one extreme end of the Presidency.

13. From the economic standpoint, the Bombay Govt. might have felt that they were entitled to derive some kind of royalty or other benefit from the development of the latent potentialities of a part of their territory and that they should not forego, in advance, all claim to such unearned increment as might -- accrue in future; To obviate such an objection, the Durbar are prepared to pay an annual rent on the area as the price of their occupation. But this is not all. The Government of Bombay stand to gain a great deal more by the successful development of Bhatkal by the Durbar. The land leased out to the Durbar will be small, but the neighbouring tracts of the Presidency will also rise considerably in value. Such increments in value will go to benefit the Bombay Govt. and the inhabitants of the neighbouring country. Further the presence of a developing port and a growing trading commercial community will quicken the life of the adjoining district and increase its economic resources.

14. The sentimental point of view does not appear to be of much importance. It is not as if the tract is going to be handed over to a disorganised administration about whose capacity to exercise jurisdiction there are grave misgivings. The Durbar have all along -- striven and they hope with success, to keep up the high traditions of British

administration. Under the Durbar's administration, British enterprise has been largely attracted to the State and important interests have voluntarily sought an abode in Mysore. The presence in Mysore of the Gold Mining, the Coffee and the Manganese industries ought to suffice as convincing proof, if proof were wanted, that the small tract round Bhatkal will not be transferred to an unknown agency. Secondly, the proposal is not one of complete transfer but only one of delegated jurisdiction, soverignty continuing to vest in the British Government, who will be paid a rent for occupation. Thirdly, there is little or no population in the tract in question Fourthly, even if the tract were populate instances abound of transfer or delegation of jurisdiction for purposes of administrative convenience between Provinces forming part of a single Empire. Lastly, even as between absolutely independent states, delegation of plenary jurisdiction for similar purposes, has been found to be advisable and has been arranged for. The above circumstances will, the Durbar hope, convince the Govt. of India that there can be no insuperable or valid objections to the transfer of jurisdiction over the area to the Mysore Durbar. They feel that it is unnecessary at this stage to dilate at length on the difficulties which the Durbar anticipated in actual practice if juris-

diction be not ceded. The Durbar will content themselves with inviting, in this connection, the reference of the Government of India to their letters and the letters of the Residents in the correspondence with the Durbar concerning the Cession by the Durbar, of their jurisdiction over the Railway lands, and over the grounds occupied by the Tata/Indian Institute of Science and also to the correspondence ending with notification No. 103 I.B. dated the 22nd January 1914 of the Government of India, Foreign and Political Department, in which they -- transferred back to the Durbar, plenary jurisdiction over the Kolar Gold Fields Railway, on the urgent representation of the Mining Companies.

Additional arguments.

15. The Durbar wish only to urge the following additional considerations specially applicable to the present case. During the construction of the Harbour and Railway there will be a large floating population serving on the works who will have to be attracted by the grant of large money advances, and for whom elaborate sanitary and police arrangements would be necessary. Local administration of such an area cannot well be conducted except under statutory laws and Regulations adapted to meet the special requirements of the tract. Secondly, the population of the settlement will be predominantly, if not wholly, Mysorean, and it is the Mysore firms

that will open branches and agencies at Bhatkal. Thirdly, the Railway system and the Port will have to be worked as one unit to facilitate through booking of goods and passengers: With divided jurisdiction responsibility for loss or injury could never be fixed. The necessity for one law affecting the administration and working of the Railways and the Port and also the Head and Branch offices of the Mysore firms will be obvious.

16. Even after the delegation of civil and criminal jurisdiction to the Durbar, ample safe-guards will exist from the Imperial stand-point. The Government of India will continue to exercise its jurisdiction over Europeans as at present within the Mysore State. The Durbar will, for some considerable time, and at any rate for the first ten years, employ an officer of the Royal Indian Marine as their Port Commissioner. Lastly, the protection of the port and the sea-coast and the exercise of Admiralty jurisdiction over the High Seas will continue to vest in the Supreme Govt.

17. The Indian Ports Act already applies to Bhatkal and this as well as other Acts relating to Marine and sea customs administration will be extended to Bhatkal by the Durbar by a brief enabling Regulation in the same way as the British Indian Coinage and Paper Currency Acts are now applied to and administered in the Mysore State.

18. The collection of customs is really a matter of detail. The Durbar will gladly collect the customs and hand over the nett proceeds to the British Govt. The Durbar are already acting as the agents of the Government of India in a number of trans-actions and this will be but an extension of this practice.

19. One other point remains to be explained. The Bombay Government have suggested that the entire project may advantageously be entrusted to an agency similar to the Bombay Port Trust. This suggestion however ignores a fundamental difference in conditions between Bombay and Bhatkal. The formation of such a Trust implies the presence on the spot of a large commercial, mercantile and business population from which captains of industry, trade or transport can be selected for serving on the Trust Board along with Govt. Officers. The success of such a Board depends also on their ability to raise funds by debentures for their works. There is at present no such material at Bhatkal and no revenue. Any Board now constituted will have to consist entirely of Government Officers of the Durbar. The raising of debentures on the security of the Port is unthinkable.

20. The Durbar hope that the above explanation of the case will satisfy the Govt. of India about the necessity for conceding their request in the matter of -- plenary jurisdiction.

21. The Durbar are among the first

of the Administrations which have taken up the task of economic development of the country. They have in recent years materially extended the Railway system of the State, inaugurated a vigorous policy of industrial development and educational advancement, created banking facilities, and conducted industrial surveys so as to -- quicken public interest. They have started an Iron Works Scheme on a large scale and a number of other concerns, such as Cotton Mills, paper mill, and sugar factory are ~~about~~ likely to be started in the near future. The connection of their Railway system with Bhatkal and the development of that Port are of vital importance for the success of all the ~~xxx~~ schemes and the economic development of of Mysore particularly and South India generally. The Durbar have come forward with a scheme to finance the entire project and to bear the risk of failure, if there be any, The Imperial Government ~~have now~~ have now a unique opportunity to give practical proof of their having "admitted and shouldered the responsibility for furthering the industrial development of the country." By sanctioning the request of the Durbar, the Government of India will be facilitating the further development of an extensive tract of territory and the advancement of over six millions of people, the transformation of a neglected and inaccessible strip of the coast into a busy centre of human activity and will add to the economic resources of the country. The success of the Durbar's scheme will act as a powerful

lever to the activities of the other Indian States and Provinces and will give a great impetus to indigenous industrial enterprise On the contrary, any discouragement of the Durbar's effort will operate as a serious set back to the State's enthusiastic efforts and will not improbably, damp enthusiasm in other quarters.

22. The Durbar, therefore, make this appeal to the Government of India for a generous and favourable reconsideration of their request. It is unnecessary to add that unless the British Government adopt a more sympathetic and conciliatory attitude in regard to the question of jurisdiction, the Durbar will have no other alternative course left open to them and will be most reluctantly compelled to abandon the whole project.

I have the honour to be

Sir,

Your most obedient servant,

Chief Secretary.

STRICTLY CONFIDENTIAL.

BANGALORE,
Dated, 12*th January 1921.*

Pol. No. 752.

From

C. S. BALASUNDARAM IYER ESQ., B.A.,
Chief Secretary to the Govt. of
H. H. the Maharaja of Mysore,
Bangalore.

To

MAJOR C. T. C. PLOWDEN, I.A.,
First Assistant to the
Hon'ble the Resident in Mysore,
Bangalore.

SIR,

I am directed to invite reference to the correspondence ending with your letter No. 7578, dated the 2nd October 1919, in the matter of the proposed harbour at Bhatkal, and to forward herewith, in continuation of the previous papers, three copies of the report of the late Mr. Lyster, M.I.C.E, on the project and three copies of the Durbar's estimates of traffic possibilities. The detailed project for the construction of the railway is not ready and its preparation will be taken up after the decision of the question of jurisdiction.

2. The Durbar have not yet come to a decision as to which of the several alternative projects for the harbour should be finally adopted. With the data before them and the knowledge as to the past experience of Indian Railways and Ports in the matter of traffic development, the Durbar are more than ever convinced of the feasibility of the Project itself in one shape or another.

3. The Durbar feel, however, that unless plenary jurisdiction over the area is generously entrusted to them, they will not be justified in investing the large sum of money that will necessarily be required in this important undertaking. They have learnt with great disappointment and regret that the Government of Bombay remain unconvinced by the further arguments adduced in Sir M. Visvesvaraya's letter No. 536—H.C. 187 of 7th December 1918. They feel confident, however, that the Government of India will feel convinced of the equity of their case, the reasonableness of their claim, and the inevitability of their proposal, if they examine the entire question afresh and in a generous spirit. In this hope and trusting that the question will be decided in the light of broad Imperial interests and of the important cause of Harbour-

development on the West Coast, which is of vital interest to the industrial progress of Mysore, the Durbar venture to address the Government of India again and beg that the Government of India may very graciously reconsider the question.

4. In order to view the question of the Bhatkal Harbour Scheme in its true perspective, it is necessary to explain what exactly its construction and development signify. A very rich tract of South India representing the large coffee and mining industries, the valuable timber forests of the Western Ghauts and an important area of cotton, arecanut, copra and other industrial crops is now without an easy and direct access to the sea. The necessity for affording such an access has been discussed for over a generation now and the demand for it has become urgent and insistent at present, in view of the large industrial and railway undertakings and commitments in this area. While India, in general, is still sadly deficient in her equipment of harbours and ports, the West Coast is at a special disadvantage, as navigation there practically ceases during the monsoon months excepting only at Bombay and Karachi.

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6. The Durbar's proposal is not therefore a mere commercial enterprise by capitalists seeking investment for surplus cash, as would appear to be implied in para 4 of letter No. 1034, dated the 7th February 1917 from the Political Secretary to the Government of Bombay to the Hon'ble the Resident in Mysore. On the contrary, it should more appropriately be viewed as an effort on the part of Mysore to fall in line with the scheme of development and progress that the Government of India have doubtless in view and which is sketched out in paragraph 338 of the Report on Indian Constitutional Reforms submitted to His Majesty's Government by the Secretary of State for India, the Rt. Hon'ble Mr. E. S. Montagu and the Viceroy, His Excellency Lord Chelmsford. The Durbar claim, therefore, for their proposal the sympathy, consideration and guidance which the Imperial Government vouchsafe to all projects for the economic development of the Empire.

7. From the previous correspondence, the Bombay Government would appear to have based their decision on the following grounds :—

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(i) "The Government of Bombay view the project mainly in the light of a *commercial* enterprise."

Para 8 of the above letter.

(ii) (a) "It (cession of civil and criminal jurisdiction) has not been shown by the Durbar to be a necessary facility for the prosecution of their scheme, and there are *many other considerations* that arise which would have to be dealt with if it were desired to press this point."

Para 17 of the above letter.

(b) "There *appears* to be no foundation for the apprehension that the interference of petty officials would impede trade development."

(iii) "Bhatkal is part of the Presidency of Bombay and it cannot be removed in any particular respect from the jurisdiction of the Government of Bombay *without due consideration.*"

(iv) "The Government of Bombay will be glad to see the port of Bhatkal developed *under proper safeguards.* The Mysore Durbar must appreciate the fact . . . . that if the port becomes in future years a successful one, much of the trade which now goes to Bombay will be diverted to Bhatkal." Para 17 of the above letter.

It would have facilitated a thorough discussion of the case if the "many other considerations" referred to in extract (ii) and the "proper safeguards" referred to in extract (iv) had been clearly specified.

8. The Durbar would urge that the Bombay Government's decision based as it is on a somewhat inaccurate analogy, should not be treated as final in a matter of such national and imperial importance.

9. The Bombay Government say that the exercise of plenary jurisdiction is not a *necessary* facility for the development of the project. The Durbar do not agree in this view. But even granting it were so, the Durbar urge that the point for *decision is not whether exercise of jurisdiction by the Durbar is necessary but whether the lack of jurisdiction is not inconvenient.* The request of the Durbar in this case should be considered in the light of precedents—not of private companies and capitalists carrying on commercial enterprises—but of one Government having to execute or administer important undertakings situated within the territory of another Government. If the exercise of jurisdiction be not *necessary* for the initiation, and execution of a project costing over a crore of rupees and the subsequent development of what is now a neglected bit of land in an out of the way corner of the Bombay Presidency, it should have been *very much less necessary* for the *mere* administration of a line of Railway constructed from the State Funds and also worked for some years by State agency. Nevertheless, transfer of jurisdiction was considered desirable in respect of Mysore State Railways, *as a matter of administrative convenience*, and the Durbar accordingly acted up to the advice of the Government of India in 1892.

Again, it was merely as a matter of convenience and admittedly not as one of *necessity*, that the Government of India requested, and the Mysore Durbar agreed, in 1903 to the transfer of jurisdiction over the lands forming the grounds of the Indian Institute of Science, Bangalore.

10. The only other ground that the Bombay Government have hinted at is that the development of Bhatkal may, at some future date, affect the Port of Bombay—a suggestion which implies also the conclusion that the Government of Bombay prefer, *therefore*, to have the administrative control of Bhatkal Port in their own hands so as to apply the necessary corrective at the proper moment. The Government of India will doubtless agree that the fear that the development of a new *minor* port will diminish the importance of Bombay is not only groundless but is based on an assumption that vested interests must be protected at all costs, even at the cost of barring all future development that will benefit other tracts not served at present by those interests. With the

vast potentialities of the Deccan and the Peninsula remaining undeveloped, with large areas awaiting to be opened up and the great leeway to be made up in the industrial field, it is surely not correct to argue that trade expansion has reached its maximum limit and that the opening of a new port spells disaster to an existing one.

11. The Durbar are not certain, however, that the above exhaust the objections which might have weighed with the Bombay Government. The phrases singled out at the end of the paragraph 7 *supra* would seem to imply that there are others. The Durbar do not know whether these are administrative, economic or sentimental.

12. From the administrative point of view, the difficulties of the Bombay Government cannot be insuperable. Bhatkal is at the extreme south of the Presidency and not easily connected with the rest of the District or Presidency. There can be no administrative inconvenience in granting to the Mysore Durbar jurisdiction over land that is comparatively difficult of access to Bombay Government Officers, containing little or no population and situated at one extreme end of the Presidency.

13. From the economic standpoint, the Bombay Government might have felt that they were entitled to derive some kind of royalty or other benefit from the development of the latent potentialities of a part of their territory and that they should not forego, in advance, all claim to such unearned increment as might accrue in future. To obviate such an objection, the Durbar are prepared to pay an annual rent on the area as the price of their occupation. But this is not all. The Government of Bombay stand to gain a great deal more by the successful development of Bhatkal by the Durbar. The land leased out to the Durbar will be small, but the neighbouring tracts of the Presidency will also rise considerably in value. Such increments in value will go to benefit the Bombay Government and the inhabitants of the neighbouring country. Further the presence of a developing port and a growing trading commercial community will quicken the life of the adjoining district and increase its economic resources.

14. The sentimental point of view does not appear to be of much importance. It is not as if the tract is going to be handed over tc a disorganised administration about whose capacity to exercise jurisdiction there are misgivings. The Durbar have all along striven, and they hope with success, to keep up the high traditions of British administration. Under the Durbar's administration, British enterprise has been largely attracted to the State and important interests have voluntarily sought an abode in Mysore. The presence in Mysore of the Gold Mining, the Coffee and the Manganese industries ought to suffice as convincing proof, if proof were wanted, that the small tract round Bhatkal will not be transferred to an unknown agency. Secondly, the proposal is not one of complete transfer but only one of delegated jurisdiction, sovereignty continuing to vest in the British Government, who will be paid a rent for occupation. Thirdly, there is little or no population in the tract in question. Fourthly, even if the tract were populated instances abound of transfer or delegation of jurisdiction

for purposes of administrative convenience between provinces forming part of a single Empire. Lastly; even as between absolutely independent states, delegation of plenary jurisdiction for similar purposes, has been found to be advisable and has been arranged for.

15. The above circumstances will, the Durbar hope, convince the Government of India that there can be no insuperable or valid objections to the transfer of jurisdiction over the area to the Mysore Durbar. They feel that it is unnecessary at this stage to dilate at length on the difficulties which the Durbar anticipate in actual practice if jurisdiction be not ceded. The Durbar will content themselves with inviting, in this connection, the reference of the Government of India to their letters and the letters of the Residents in the correspondence with the Durbar, concerning the cession by the Durbar, of their jurisdiction over the Railway lands and over the grounds occupied by the Tata Indian Institute of Science and also to the correspondence ending with notification No. 103 I.B., dated the 22nd January 1914 of the Government of India, Foreign and Political Department, in which they transferred back to the Durbar, plenary jurisdiction over the Kolar Gold Fields Railway, on the urgent representation of the Mining Companies.

16. The Durbar wish only to urge the following additional considerations specially applicable to the present case. During the construction of the Harbour and Railway there will be a large floating population serving on the works who will have to be attracted by the grant of large money advances, and for whom elaborate sanitary and police arrangements would be necessary. Local administration of such an area cannot well be conducted except under statutory Laws and Regulations adapted to meet the special requirements of the tract. Secondly, the population of the settlement will be preponderantly, if not wholly, Mysorean, and it is the Mysore firms that will open branches and agencies at Bhatkal. Thirdly, the Railway system and the port will have to be worked as one unit to facilitate through booking of goods and passengers. With divided jurisdiction, responsibility for loss or injury could never be fixed. The necessity for one law affecting the administration and working of the Railways and the Port and also the Head and Branch offices of the Mysore firms will be obvious.

17. Even after the delegation of civil and criminal jurisdiction to the Durbar, ample safeguards will exist from the Imperial standpoint. The Government of India will continue to exercise its jurisdiction over Europeans as at present within the Mysore State. The Durbar, will, for some considerable time, and at any rate for the first ten years, employ an officer of the Royal Indian Marine as their Port Commissioner. Lastly, the protection of the port and the sea-coast and the exercise of Admiralty jurisdiction over the High Seas will continue to vest in the Supreme Government.

18. The Indian Ports Act already applies to Bhatkal and this as well as other Acts relating to marine and sea customs administration will be extended to Bhatkal by the Durbar by a brief enabling Regulation in the same way as the British Indian Coinage and Paper Currency Acts are now applied to and administered in the Mysore State.

23. The Durbar, therefore make this appeal to the Government of India for a generous and favourable reconsideration of their request. It is unnecessary to add that unless the British Government adopt a more sympathetic and conciliatory attitude in regard to the question of jurisdiction, the Durbar will have no other alternative course left open to them and will be most reluctantly compelled to abandon the whole project.

I have the honour to be,
Sir,
Your most obedient servant,
C. S. BALASUNDARAM IYER,
Chief Secretary.

CB 980.

CONFIDENTIAL.

R. O. 2.—R. P. B.—2—1902.—5000.

No 1605

CB 320-1923

From

MAJOR C. T. C. PLOWDEN, I. A.,
FIRST ASSISTANT TO THE RESIDENT IN MYSORE.

To

The Chief Secretary to the Government of
His Highness the Maharaja of Mysore.

Dated Bangalore, 12th February 1921.

Sir,

I am directed to acknowledge the receipt of your letter No. Pol.752, dated the 12/14th January 1921, with enclosures, on the subject of the Bhatkal Harbour scheme.

2. I am desired to say that the Hon'ble the Resident is submitting your letter, with its enclosures, to the Government of India, but at the same time I am to express the opinion that they are very unlikely to take up the question of jurisdiction until they are fully satisfied that the scheme is practicable from the economic point of view and that the State and its people are likely to benefit accordingly. I am to say that the Resident thinks that the Durbar will agree with him that it is useless to pursue the matter further if a careful examination of the financial prospects is likely to demonstrate that the scheme is utterly impracticable. Mr. Lyster apparently thinks that at least a million tons of traffic would be required to make the harbour a paying proposition whereas Mr. Rangachar in

in his report on the traffic prospects of the Shimoga-Bhatkal railway appears to think that the traffic, for many years to come, will not exceed 200,000 tons. It seems very unlikely that the export and import trade of the State will develop fivefold in the course of the next ten or fifteen years. It is, perhaps, not sufficient to rely too much upon the potentialities of industrial development likely to follow from the production of power at the Gaersoppa Falls. Another argument which the Durbar would doubtless have to meet is that, if their traffic is not likely to exceed 200,000 tons a year, the economic interests of the State might very well be met by diverting traffic to a port on the West Coast which is not open all the year round. For example, the Mangalore harbour could doubtless handle, without difficulty, 200,000 tons in the cold weather months. It would also appear from Mr. Rangachar's report that the projected railway would not be able to carry much more than a fifth of the tonnage required to make the harbour pay. It is presumed that the Durbar endorse the opinion expressed by Mr. Rangachar that the port could not expect to attract trade from outside Mysore itself. Trade from the Southern Deccan would doubtless gravitate towards Marmagoa.

3. I am to ask that the Resident may be favoured with a further expression of the views of the Durbar on the scheme in its economic aspect in the light of the foregoing remarks.

I have the honour to be,

Sir,

Your most obedient servant,

FIRST ASSISTANT RESIDENT.

BJ

CB 988

THE RESIDENCY,
BANGALORE.

9th February, 1921.

CB 300-19-4

I am suggesting, with reference to your letter on the Bhatkal Harbour project, that the Darbar should be good enough to furnish the Government of India with a reasoned statement of the grounds on which they consider that the proposed harbour is likely to be a financial success and to aid in the economic development of the Mysore State. I think the Government of India will wish to be assured on this point before taking up the question of the ceding to the State of the jurisdiction over the Port and railway. I am inclined to think that if they are not satisfied that the scheme would be a commercial proposition Government of India would, in all probability, advise the Darbar to drop it, and they would not, I should think, be disposed to press on a decision in favour of the Darbar of the difficult question of jurisdiction, all the more complicated now that Bombay has representative Government in most of the departments of the administration.

I hope that you will not think that, in writing in this way, I am not in sympathy with the scheme. I should, in fact, be very anxious to promote it if I were assured of its practicability. I must confess that the report on the traffic prospects seemed to me disappointing. It would be a long time before foreign trade through the Port would expand from 200,000 tons to a million, unless you could tap the Southern Deccan which does not seem very likely

with Marmagoa in competition.

I hope you will be able to make out a good case. Meanwhile I have submitted your letter to the Government of India.

Yours sincerely,

Sardar M. KANTARAJ URS, C.S.I.,
Dewan of Mysore.

G. R. S. VI—G/32]

SUBJECT.....

.....

.....

Diary No. of letter replied to.....

General and Revenue Secretariat

( )

the *191* .

Date of issue 14th Feb. 1924

Signed by Sd/- K. Mathiam

Issued.

Section

File No.

Serial No.

No 1340 CB/Encl.

~~To~~

My dear Sir,

I am desired to forward herewith for favour of submission to His Highness a copy of the Hon'ble the Resident's DO. of 9th Febry 1924 in regard to the Bhatkal Harbour Project.

Yours Sincerely

K

R. H. Campbell Esqre C.I.E.,
Private Secy to H H the Maharaja

over.

Pol 1687

CB 1346.

R. O. 2.—R P B—4 1921—1,000.

No. 4466 ENC.
CB 221-1915.

CB 300-19-5.

GEN & REV. SECTT
CB
16 MAY 1921

FROM

MAJOR C. T. O. PLOWDEN, I. A.,
SECRETARY TO THE RESIDENT IN MYSORE.

To

The Chief Secretary to the Government of
His Highness the Maharaja of Mysore.

Dated Bangalore. 14th May 1921.

SIR,

I am directed to invite a reference to my letter No.1605, dated the 12th February 1921, regarding the Bhatka harbour scheme.

2. As stated in that letter a copy of your letter No.752, dated the 12/14th January 1921, with its enclosures was submitted to the Government of India who have now intimated that, before considering the matter, they will await a further communication containing an expression of the Durbar's views as to whether the harbour is likely to be a remunerative scheme.

3. At the instance of the Government of India I am to request that I may be furnished with 26 additional copies of your letter No. 752 Pol., dated the 12th January 1921,

1921, and six copies each of the two reports which accompanied that letter.

I have the honour to be,

Sir,

Your most obedient servant,

for SECRETARY TO THE RESIDENT.

AYR

BJ

G. R. S. VI—G/32]

ISSUED:-

SUBJECT.....

.....

.....

Diary No. of letter replied to.....

GENERAL AND REVENUE SECRETARIAT
( )
, the *191* .

Date of issue 28/5/21

Signed by Mark. Malloch

Section

File No.

Serial No.

No. Pol. 1218. Encls. 38
Encl. 38.

To

The Secretary to the Resident
in Mysore

Sir,

With Reference to para 3 of
Letter No 4486 dated the 14th May 1921
Regarding the Bhatkal Harbour
Scheme, I am directed to
forward herewith 26 more Copies
of this Office Letter No Pol 752
dated the 12th January 1921 and 6 more
Copies of each of the two.

over.

Marginally noted [illegible] Report.

[illegible]

(1) Report of the Calcutta Har-
bour, M.I.C.E. on the
Khulna Project.

(2) Durbar's Estimates of
traffic possibilities [illegible]
Ramgachas Report.

List of enclosures.

Copied by

Examined by.

[WD 4734]—GPE: 80,000—19-3-19

Urgent Pol 772

R. O. No. 2.—E. P. R.—11-1921.—5,000.

11085 Enclos. Dated Bangalore, 20th December 1921

221-1915.

CB. 2297.

From

Lieut.-Colonel J. T. J. Prowden, I.A.,

SECRETARY TO THE RESIDENT IN MYSORE.

20 DEC 1921

To

The Chief Secretary to the Government of
His Highness the Maharaja of Mysore.

Subject:- Bhatkal Harbour Scheme and Shimoga-Bhatkal Railway.

Sir,

I am directed to refer to the correspondence ending with my letter No.7753, dated the 1st September 1921, and my reminder No.8843, dated the 8th October 1921, on the above subject. The Government of India enquire whether it may now be safely assumed that the Durbar have decided to abandon these schemes. They state that the Government of Madras are anxious to proceed with their own west Coast Railway projects, which have long been delayed pending a decision by the Durbar in regard to their harbour scheme and connecting railway. I am to request that the Resident may be favoured with the views of the Durbar at an

early

U R G E N T.
D.O. No. 6357

THE RESIDENCY,
BANGALORE.

Dated 7th August 1922.

Subject:- Bhatkal Harbour scheme and Shimoga Bhatkal Railway.

CB 493

Dear Mr. Matthan,

I am desired to invite a reference to my letter No.11085, dated the 20th December 1921 and my subsequent reminders Nos.2197, 3137 and 4981, dated the 6th March, 4th April and 16th June 1922, respectively, on the above subject and to request that you will be so good as to let me know as soon as possible when a reply may be expected.

2. I am to add that from the reply given to an interpellation recently in the Mysore Legislative Council it would seem that further consideration of the scheme has been postponed indefinitely in view of the unfavourable report of the traffic likely to be available and of the financial stringency in the State.

Yours sincerely

K. Matthan, Esq., B.A.
Chief Secretary to the Government of
His Highness the Maharaja of Mysore.

AVR BJ

642/P.P.

the 9th August 2

Dear Major Plowden,

I am desired to acknowledge the receipt of your D.O. letter No.6357 of the 7th instant regarding the Bhatkal Harbour Scheme and Shimoga Bhatkal Railway, and to state that it is hoped to send a very early reply on the subject.

Yours sincerely,

Major C.T.C. Plowden, I.A.,
Secretary to the Resident in Mysore.

KM/CLG.

Pol. 1027 Dy 12/5/23

To

The Secretary to the
Hon'ble the Resident in Mysore.

Despatch in Council 28/4/23

S i r,

I am directed to address you with reference to Major Plowden's letter No.4466/221-1915 dated the 14th May 1921 on the subject of the Bhatkal Harbour Scheme. From para 2 of the letter it is learned that before considering the requests made in the Mysore Government's letter Pol.No.752 dated the 12th January 1921 in regard to the facilities they require for the prosecution of the scheme, the Government of India desire to have an expression of the views of this Government "as to whether the harbour is likely to be a remunerative scheme".

2. The question of developing the port of Bhatkal has been under consideration for the past 8 years. The investigations regarding the possibility of constructing a harbour at this place were undertaken with the consent of the Government of India and of the Govt. of Bombay. Several experts have been consulted in the matter, viz., Sir Francis Spring of Madras, Sir F.L.Sprott and Mr. Fosberry of Bombay, and lastly Mr.A.G.Lyster of the firm of Sir James Wolfe Barry Lyster and Partners, the famous Consulting Harbour Engineers of London. It is sufficient here to refer to the report of Mr.Lyster who has examined all the proposals put forward pre-

viously and has himself suggested two alternative schemes. He is of opinion that an outside harbour such as was suggested by Sir Francis Spring would not be satisfactory and that an inner harbour may be constructed at much less cost. In the first scheme that he has suggested, the dock is proposed to be located in the creek immediately to the east of the Light House Hill. In the second scheme the dock is placed inland about half way between the Light House Hill and the town of Bhatkal where presumably it will be more sheltered from the southern monsoon than at the first mentioned site. As against this advantage of better shelter, the inland scheme would necessarily be more expensive than the other. Mr. Lyster points out that it would be necessary to hold further detailed investigations to find out if the site of scheme No.1 is really too exposed for the efficient working of the dock.

3. The first scheme is expected to cost Rs.1,43,98,477. The work may be executed in two instalments. The first instalment would cost Rs.99,83,964 and the second instalment Rs.44,14,513. The second scheme is expected to cost Rs.1,69,79,038. It can also be executed in two instalments, the first instalment costing Rs.1,18,50,564 and the second Rs.51,28,474. The completed dock, in either case could easily deal with 2,300,000 tons of cargo per annum which would not only pay for the maintenance, interest and amortization charges, but also leave a substantial

surplus as net profits.

4. The maintenance and interest charges if only the first stage of the two schemes is carried out would be Rs.9,33,000 and Rs.11,10,000 respectively. The same charges for the completed schemes would be Rs. 13,44,000 and Rs.15,96,000 respectively.

5. According to the estimates framed by Sir F.L.Sprott, the average dock charges at Bhatkal may be reckoned at Rs.1-11-0 per ton of cargo handled and the working expenses at 0-11-0 per ton. Mr. Lyster is of opinion that these figures are none too optimistic. On this basis a net revenue of one rupee per ton of cargo handled may be expected. Thus the cargoes to be dealt with annually in order to pay for the maintenance, interest and amortization charges would be 933,000 tons, and 1,110,000 tons for the first stage of the first and second schemes respectively, and 1,344,000 tons and 1,596,000 tons respectively for the second stage.

6. On the basis of Mr.Rangachar's estimates the traffic on the contemplated Shimoga-Bhatkal railway will for many years to come be less than 200,000 tons. There is no information as to the traffic not handled by the Railway, i.e., traffic arising from the tracts to the north and south of the port and not served by the Railway; but it is safe to say that the total traffic at the port will fall far short of the nearly

one million tons that would, according to Mr. Lyster's report, be required, to make the harbour scheme in its first stage to pay interest and maintenance charges.

7. It may therefore be admitted that the Harbour scheme taken by itself will not be remunerative for some years. This would not, however, be a fair way of looking at the scheme. The Shimoga-Bhatkal railway and the harbour scheme have to be considered together. By far the largest portion of the railway traffic will be due to the harbour and the largest portion of the port traffic to the railway. The two schemes are so interdependent that a correct idea of the financial prospects can be had only by treating them as a whole and not either the railway or the port separately.

8. In view of the comparatively small amount of tonnage that will have to be handled at the port for some time, it will be sufficient at the start to undertake the first stage of the Harbour works. The capital outlay would be Rs.99,83,964 or roughly one crore of rupees, and the preliminary estimate of the cost of the railway is Rs.110 lakhs. The total outlay on account of the Harbour and the Railway will thus be Rs.210 lakhs. According to Mr. Rangachar's estimate, the total railway traffic to be handled at the port till the year 1937 when the management of the Mysore Railways will be resumed by the Mysore

Government from the M. & S. M. Railway Company will be 120,950 tons and thereafter 181,250 tons.

9. Having regard to their commitments and the present financial position, His Highness' Government have no expectation at present of being able to start construction of the Harbour for about 10 years more. This would mean that the Harbour would be open to traffic only about the year 1937. It is therefore unnecessary to consider the financial prospects of the Harbour and the Railway in the pre-resumption period. In the post-resumption period the net income from the railway is estimated at Rs.8,36,000 and the net income from the harbour at Rs.1,81,250 making a total of Rs.10,17,250. Deducting from this the fixed maintenance charges for the harbour on account of dredging and repairs to works and plant, estimated at Rs.2,25,000, the net return will be Rs.7,95,250 on a capital outlay of Rs.210 lakhs or very nearly 4 per cent. per annum which is by no means discouraging. As Mr. Lyster points out in para 71 of his report, dock accommodation which is thought at the time of construction to be ample has always proved in the course of a few years to be quite inadequate to cope with the rapid increase of traffic. It is necessary to remember that the estimates of traffic possibilities based on a survey made in the year 1919 are sure to fall far short

of the probable traffic nearly two decades later. Having regard to the natural development of the country with the spread of education and the opening out of communications in the course of the next 15 or 20 years,— not to speak of the impetus to the opening out of the rich malnad tracts of the State as well as of the adjoining parts of the North Canara and the South Canara Districts that may be expected to follow on the decision to construct the railway and the harbour and the subsidiary industries that are sure to spring up in consequence of the Iron works at Bhadravati-- the traffic prospects by the time the Harbour is completed are sure to be considerably in excess of the present estimates. Thus even from the purely financial point of view, the scheme is likely to prove a remunerative one.

10. His Highness' Government do not however regard the scheme as a purely commercial and financial one. The State is considerably handicapped for lack of direct and easy communication with the coast, necessitating as this does the haulage of all traffic over a long lead by railway before a port is reached. It must greatly facilitate the commercial and industrial development of the State if a direct communication along the nearest route is provided to a harbour which will be open all the year round.

11. There are also numerous other indirect advantages that would result from the construction of the Shimoga-Bhatkal Railway and the Bhatkal Harbour:--

(i) It will open up the valuable forests on the western Ghats in Shimoga District. These forests are at present left unworked owing to the difficulty of transport. If this direct route is opened up, the State will be able to derive a substantial increase in its forest revenue.

(ii) It will as already mentioned, lead to the opening up of the Malnad country. The economic condition of this tract is at present at a low ebb. The opening up of railway communications will lead to the development of the resources in this area which in its turn will lead to increased revenue under different heads.

(iii) It will lead to increased mining revenue owing to the facilities for further developing the Manganese Industry.

(iv) It will help to reduce a substantial amount of expenditure on the Mysore Distillation and Iron Works.

(v) It may facilitate the undertaking of Hydro-Electric works in connection with the Gersoppa Falls. With the opening up of this part of the country, industrial concerns may be expected to be established here and a demand for power is likely to be developed.

(vi) These schemes will give a direct impetus to the growth of commerce and industrial undertakings of various kinds and will also be a source of considerable advantage to the existing industries in the State.

12. When along with the direct outturn that may be expected on the capital outlay to be incurred on account of these two schemes, the indirect advantages enumerated in the preceding paragraphs are considered, the undertaking can in no sense be considered to be economically unattractive.

13. I am to request that the above views of His Highness' Government may be kindly communicated to the Government of India and that the Government of India may now be moved to give favourable consideration to the representations already made in the matter of securing for ~~His Highness'~~ His Government the necessary facilities that would enable them to take up this project in due course, and especially in the matter of the transfer of full jurisdiction for administrative purposes over an area of about 3 square miles of British territory that would be required for the proposed railway and harbour.

14. As regards the marine administration of the port, His Highness' Government trust that the explanation given in Mr. Balasundaram Iyer' letter No.752 dated the 12th January 1921 will have convinced the Government of India that the proposal to permit this Government to administer the port under laws to be framed and passed by the Mysore State on the model of those existing in British India, will fully safeguard all Imperial interests. For a long time, and at any rate for a period of not less than 10 years, what is contemplated is that an officer of the Royal Indian Marine should be appointed Port Commissioner. The defence of the port and the sea-coast, and the exercise of Admirality jurisdiction over the High Seas will continue to vest in the Supreme Government.

15. As regards the collection of customs, the request made in the previous correspondence was that the Government of India should "approve of an arrangement by which the Durbar will undertake the responsibility to collect customs dues and hand over the net proceeds to the Imperial Government in accordance with proposals which may be mutually agreed upon". The latter part of this might require modification in view of recent developments in connection with the claim of Indian States to participate in the income from tariff duties levied by the Government of India with reference to their incidence on the people of such States. (Vide my letter No.Pol.808 dated the 3rd March 1923). This claim, of course,

is one to be decided independently of the question of the Harbour, but if the decision - - - should, as His Highness' Government fully believe, be to recognise their claim to the customs duties on the goods imported into the -- State, the development and administration of the Harbour on the lines proposed by His Highness' Government would greatly simplify the arrangements that would be required to mutually safeguard the interests of British India and of the Mysore State.

16. His Highness' Government trust that the Government of India will be pleased to give an early decision on the points involved so as to enable this Government to develop the - - scheme fully and have it ready for execution as soon as circumstances are favourable.

I have, etc.,

Chief Secretary to Government.

Pol. 1514

CB. 2491

R. O. 2.—R. P. B.—7-1921.—1,000.

No. 4244 Enc.

From A. N. L. CATER ESQ., I.C.S.,

XXXXXXXXXXXXXXXXXXXXXXXXXXX.,

SECRETARY TO THE RESIDENT IN MYSORE.

REV. SECY. CB. 31 MAY 1923

To

The Chief Secretary to the Government of Mysore.

Dated Bangalore, 30th May 1923.

Subject:- Bhatkal Harbour Scheme.

Sir,

I am directed to acknowledge the receipt of your letter No. Pol. 1027, dated the 12th May 1923, and t say that it has been forwarded to the Government of India for their consideration.

DEWAN'S OFFICE
Recd. on June 1 1923
Reg. No. 7021

I have the honour to be,

Sir,

Your obedient servant,

Cater

SECRETARY TO THE RESIDENT IN MYSORE.

Pol No. 305
dt 21.10.25.

To

The Secretary to the
Hon'ble the Resident in Mysore.

Sir,

I am directed to invite kind reference to the correspondence ending with your letter No.4244 dated the 30th May 1923 about the Bhatkal Harbour Scheme and to request to be informed when the orders of the Government of India on the subject may be expected to be received.

21.10

I have, etc.,

Chief Secretary to Govt.
16/10/25

that it is hardly worth our while to make a special point of this question with His Excellency the Viceroy next month.

A copy of the reply sent by me to Sir M. Visvesvaraya with reference to his suggestion is put up. The papers are submitted for the gracious perusal of His Highness.

Mirza M. Ismail

DEWAN.

Bangalore,
14th November 1933.

No. 1103

7th November 1933.

My dear Sir,

I write to acknowledge the receipt of your letter of the 6th November, suggesting that the question of the Bhatkal Harbour may be discussed and, if possible, finally settled with the Government of India.

I am much obliged for your suggestion. To be quite frank with you, my own view, however, is that the scheme is neither financially nor politically practicable at the present moment, at any rate. It would require tremendous effort on our part to put it through, if, indeed, it could be put through at all. I must confess I do not feel up to it.

Yours sincerely,

M

Sir M. Visvesvaraya, K.C.I.E.,
Uplands, High Ground,
BANGALORE.

C.B. 875

All communications should be addressed to the Secretary to the Resident in Mysore, Bangalore, by designation and not by name.

No. 8800 ENCLOS. 221-1915.

Dated Bangalore, 29th Oct. 1925.

FROM

Major K. A. G. Evans Gordon,

SECRETARY TO THE RESIDENT IN MYSORE.

The Chief Secretary to the Government of His Highness the Maharaja of Mysore.

Subject :—

Bhatkal Harbour Scheme.

SIR,

With reference to your letter No. Pol. 305/C.B., dated the 21st October 1925, I am directed to state that intimation was received from the Government of India in September 1923 that the position had been explained at an interview granted by His Excellency the Viceroy to the Dewan of Mysore on the 30th July 1923. No further communication has been received

from

from the Government of India.

I have the honour to be,
Sir,
Your most obedient servant,

for SECRETARY TO THE RESIDENT.
SVR

Extract from the Dewan's Simla Deputation Notes,

July and August 1923.

***

30th July 1923.

*****

x x x

Bhatkal Harbour Scheme.- I then dealt with the question of the Bhatkal Harbour and the difficulties raised by the Bombay Government. His Excellency took me to the map of India and asked me to show where the Bhatkal port was and how the scheme was intended to develop the Mysore State and what really was wanted by way of concession. I explained clearly, pointing out the frontier line with reference to the coast, the short distance of 8 miles and showed also the immensely rich tract of country that the harbour is proposed to develop, indicating our railway schemes and the direct and indirect advantages explained in our last letter to the Government of India, and stated that unless some definite decision was arrived at in regard to the question of jurisdiction, it would not be possible for the Mysore Government to proceed further with the scheme. His Excellency seemed to be doubtful as to whether the harbour project can be considered, from the facts now available, as a commercially and financially successful proposition. I said it was possible to raise funds under a guarantee system at least for the first stage of the scheme and that there was a large scope for the construction of more harbours in India, and as such, a broader view should be taken of the question and not purely a local view which the Governnent of Bombay are likely to take, unless the Government of India showed active sympathy in the project.

x x x

7.11.25

C/B-1030

D.O.No. 265/Sec 3

DEWAN'S OFFICE
m.411
15 NOV 1933

THE PALACE,
MYSORE.

14th November 1933.

My dear Sir Mirza Ismail,

I send herewith for your kind perusal letter dated the 6th instant, received from Sir M. Visvesvaraya and copy of His Highness's reply.

Yours sincerely,

M. Hammerchelty

C. Secy
15-11-33

A DSN has already been sent
Await the orders.
RG
16/11/33

Amin-ul-Mulk

Sir Mirza M. Ismail, Kt., C.I.E., O.B.E.,
Dewan of Mysore, BANGALORE.

Uplands, High Ground

Bangalore. 6th November 1933

Your Highness,

I beg to submit herewith copy of a letter I have this day written to Sir Mirza M. Ismail, Dewan of Mysore, on the subject of the Bhatkal Harbour, for Your Highness' gracious consideration.

I remain,

Your Highness' most respectfully,

M. Visvesvaraya.

His Highness
The Maharaja of Mysore
G.C.S.I., G.B.E.
The Palace, Mysore

Uplands, High Ground,

Bangalore, 6th November 1933.

My dear Sir,

May I suggest that, on the occasion of the visit of His Excellency the Viceroy to Mysore next month, an attempt be made to get the question of the Bhatkal Harbour discussed and if possible finally settled? I venture to make this suggestion for two reasons; first, it may be difficult to obtain concessions from the future Federal Government if, and when, it comes into existence, and, secondly, Lord Willingdon seems to be favourably disposed to the request of the Mysore Government. When I met him in Simla in May last year, His Excellency of his own accord, recalled the discussions he and his Executive Council had with me in Bombay in 1917 and enquired what had become of the Harbour question.

In a personal letter dated the 23rd September 1920 sent to me to London, His Highness the Maharaja was pleased to state as follows:-

> "It will, I know, gratify you to learn that the Government of India are in favour of ceding to us complete jurisdiction - both civil and criminal - over Bhatkal area."

It

It is possible you have already made arrangements to broach the question with His Excellency. If so, this reference would be superfluous.

I am submitting a copy of this letter to His Highness.

Yours sincerely,

Sd/- M. Visvesvaraya.

Sir Mirza M. Ismail, Kt., C.I.E., O.B.E.,
Dewan of Mysore,
Bangalore.

"COPY"

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6.11.33

The Palace,

Mysore.

11th November 1933.

(My dear Sir Visvesvaraya,)

Many thanks for your letter of the 6th November 1933, sending me a copy of your letter to Sir Mirza Ismail on the subject of the Bhatkal Harbour.

Hoping you are well,

(I am,)

(Yours sincerely,)

Sd/-Krishnaraja Wadiyar,

Sir M. Visvesvaraya. K.C.I.E., LL.D., D.Sc., M.Inst. C.E.,
(Retired Dewan of Mysore,)
Uplands, High Ground, Bangalore.

----oOo----

Copy.

Mysore,
14-11-33.

Bangalore,
15th September 1942.

DEWAN'S MINUTE

FILE No. 194 M. 242/Ecs

I enclose herewith for information and record a copy of the note on the Bhatkal Harbour Scheme I gave to Sir Henry Craik on the 1st August 1942.

DEWAN.

Chief Secretary)

A NOTE ON THE BHATKAL HARBOUR AND THE SHIMOGA-BHATKAL RAILWAY SCHEME.

The Mysore State is land locked and suffers from the economic disadvantage of having to send goods intended for Bombay and Europe over long distances inland. In order to overcome these disadvantages the Mysore Government have been endeavouring to obtain access to a port on the west coast for a long time past. After careful consideration, the Government came to the conclusion that the port of Bhatkal on the west coast which, at the nearest point, is only 10 miles from the Mysore frontier would serve the requirements of Mysore trade. This port is situated at the extreme south end of the Bombay Presidency and near a point where the boundaries of the Bombay and the Madras Presidencies and of the Mysore State meet. On account of the small width of the British territory lying between the port and the Mysore frontier, neither Madras nor Bombay are in a position to benefit from it, while it is most advantageously situated as regards Mysore.

With the informal approval of the Government of India and the permission of the Government of Bombay, the Mysore Government arranged for preliminary investigations with a view to explore the possibilities of Bhatkal as a port for Mysore.

In April 1916 the Government of Mysore addressed the Government of India regarding the development of a port at Bhatkal and the construction of a railway thereto from the Mysore plateau and sought the following concessions:

(1) Permission to develop a port at Bhatkal and to construct a railway to that port from the Mysore frontier, a distance of about fourteen miles, the cost being borne by the Mysore Government.

(2) The lease, for the purpose, of an area of two square miles of land and foreshore, in perpetuity, or for a term of 99 years, with option of renewal.

(3) Land for a railway to be granted in accordance with rules already prescribed in this behalf by the Government of India.

(4) Cession of jurisdiction over the land and foreshore required for the railway and the harbour.

At the suggestion of the Government of Bombay, a Conference was held for the discussion of the questions involved, under the presidency of His Excellency the Governor, at which the British Resident and the Dewan of Mysore were also present. The Government of Bombay communicated their views in the matter after the Conference. They had no objection to the establishment of a port at Bhatkal by the Mysore Government and to the construction of a railway thereto from the Mysore frontier. For this purpose they were prepared to grant the necessary facilities such as the transfer of land required by acquiring the same from private parties, if necessary. They, however, objected to the cession of jurisdiction of any kind over the area to the Durbar and to any interference with the existing system of collecting customs revenue at the port. They also suggested the constitution of a trust for the management of the port.

The Government of Mysore pointed out to the Government of India that without jurisdiction the other concessions would lose much of their value and importance to Mysore and requested the Government of India -

(1) to accord formal approval to the proposal to develop the port of Bhatkal and to take a railway thereto,

(2) to grant the Durbar full jurisdiction, for administrative purposes, over an area of three square miles required for railway and the harbour,

(3) to permit the Durbar to undertake the collection of customs dues and to make over the net profits to the British Government,

and

(4) to vest the marine administration of the port in the Durbar.

The

The Resident wrote to the Government of Mysore stating that while the proposals of the Government of Mysore were being forwarded to the Government of India, the latter were unlikely to take up the question of jurisdiction until they were fully satisfied that the scheme was remunerative and that the State and its people were likely to benefit by it. In reply to this, it was urged that while the harbour scheme, taken by itself, might not be remunerative for some years, the scheme had to be considered together with the Shimoga-Bhatkal Railway Scheme as by far the largest portion of the railway traffic would be due to the harbour and the largest portion of the harbour traffic to the railway. The capital outlay on the harbour works was estimated at roughly one crore of rupees and the preliminary estimate of the cost of the railway at Rs 110 lakhs. The total outlay on account of the harbour and the railway would thus amount to Rs 210 lakhs and a net return of Rs 7,33,250/- (4 % on the capital outlay of Rs 210 lakhs) was anticipated. It was also pointed out that the Mysore Government did not regard the scheme as purely a commercial and financial one but viewed it as a project with potentialities for the commercial and industrial development of the State.

The subject was discussed by Sir Albion Banerji, Dewan of Mysore, with His Excellency the Viceroy, in 1923. As the Government of India felt doubtful whether the project could be considered commercially and financially a successful proposition, they seemed reluctant to commit themselves to any final decision in regard to the question of jurisdiction. The Government of Mysore did not pursue the matter further.

The question now is whether the Government of India would be willing to consider once again the proposals to establish a port at Bhatkal and to connect it with a railway. A

part

part of this railway has since been constructed. The development of the Iron Works at Bhadravati and the construction (now in progress) of a hydro electric generating station at Jog are also factors to be considered in determining the economic and commercial possibilities of the harbour scheme under present conditions.